F
104
N757

LIBRARY OF CONGRESS
0001351253A

Class _____

Book _____

A

CENTENNIAL

HISTORICAL SKETCH

OF THE

TOWN OF NEW LONDON,

BY

W. H. STARR,

SECRETARY OF THE NEW LONDON COUNTY HISTORICAL SOCIETY.

LIBRARY OF CONGRESS
1881
CITY OF WASHINGTON

NEW LONDON:
PUBLISHED BY CHARLES ALLYN, 21 STATE STREET.
POWER PRESS OF GEORGE A. STARR.
1876.

A

CENTENNIAL

HISTORICAL SKETCH

OF THE

TOWN OF NEW LONDON,

BY

W. H. STARR,

SECRETARY OF THE NEW LONDON COUNTY HISTORICAL SOCIETY

LIBRARY OF CONGRESS
1881
CITY OF WASHINGTON

NEW LONDON:
POWER PRESS OF GEORGE E. STARR
1876.

F1c4
.M7S7

PREFACE.

The late talented and lamented Authoress of the "History of New London" in her preface to that excellent work, very appropriately remarks, "The divine command to remember the days of old and consider the years of many generations so often repeated in varying terms in Holy Writ, is an imperative argument for the preservation of memorials of the past. The hand of God is seen in the history of towns as well as that of nations. The purest and noblest love of the olden time is that which draws from its annals motives of gratitude and thanksgiving for the past—counsels and warnings for the future." These remarks are as forcibly just as they are unquestionably true. History is the language of the past, whether perpetuated by tradition, monumental inscriptions, ancient records and manuscripts, or the more modern art of printing, not inaptly termed "the art preservative of all arts." Her voice is heard, repeated by ten thousand tongues and re-echoed through remotest ages, from the earliest dawn of time, and never to cease until time itself shall be no longer.

The history of the past is of deep interest to every thoughtful mind. We dwell upon it—treasure it up and cherish it in our memory. In a great measure we live upon preceding events. From the past we derive present encouragement and by the past we are warned and counselled. The future is only to be revealed by the future historians pen, and from the past alone we derive our conceptions and anticipations of the future, and this should not be overlooked in the history of our country. It was a wise and happy idea that led to the

recommending by the chief magistrate of the nation, that a brief sketch of the history of the past hundred years of every town within its limits, should be written and preserved, and form a part of the archives of the State and Country, as a memento of the centennial year of the American Republic.

To carry out this idea is, however, no easy task. To condense the events of more than a century of years into a few pages, or even to make a brief record of the leading noteworthy events of three generations in a single pamphlet, and place it before an intelligent public in an interesting, or even presentable shape, requires an ability and aptness to which the writer can make but little pretension, and but for the lack of some abler pen to perform the work, and the urgent solicitations of personal friends, some of the leading citizens of the town, it would not have been attempted. Miss Caulkins very excellent history, (it is to be regretted) is out of print, and a want, and almost absolute necessity for something of the kind now exists. If the reader derives half the pleasure in its perusal as the writer experienced in his researches for the historical facts recorded in this brief sketch, his efforts to add his mite to the historic interest of one of the oldest cities of the ancient Connecticut Colony will have been abundantly rewarded.

W. H. S.

New London, July 4, 1876.

HISTORICAL SKETCH.

A historical sketch of New London for the past century necessarily involves somewhat of its previous history. An outline of former events, including its earlier records, cannot well be omitted, and more especially the incidents of the eventful year immediately preceding that of our national independence which commences our centennial era, as on the events of *this*, more than any other year of our history, resulted the momentous event of our deliverance from foreign rule, and our glorious national independence.

The site now occupied as the town and city of New London was originally a portion of the favorite hunting grounds of the Pequods or Pequots,[1] a powerful tribe of the aborigines of the country from whose power it was wrested mainly by a few brave English colonists in 1637.[2] The advantages of its

1 The Pequots were the most numerous and most powerful tribe in New England, whose authority extended over twenty-six other petty tribes along both shores of the sound to Connecticut river, and even beyond it, almost to the Hudson. Their chief seats were on or near Pequod river, now the Thames. *Hildreth*

2 This powerful and sanguinary hostile tribe of Indians was entirely humbled and subdued, mainly by the prowess of Captains John Mason and John Underhill, who with a handful of brave colonists and a few friendly Indian allies in the month of May, 1637, penetrated their territory, suddenly surprised and attacked their principal stronghold in Groton, now Fort Hill, destroying their fortress and obtaining a complete victory over their savage foes. The result of this battle was the destruction and capture of nearly nine hundred of the enemy and the entire discomfiture and final extinction of this once powerful Indian tribe and the triumph of the New England colonists over their most inveterate savage foes. On the site of this decisive battle fought at such fearful odds of numbers, the New London County Historical Society propose to erect a monument commemorative of the event.

site, its picturesque surroundings, its beautiful river, its excellent and spacious harbor, broad sound waters and adjacent islands, together with its commanding position, were calculated to attract the notice of adventurers. A settlement had been commenced at Saybrook, authorized by a commission from Lords Say, Seal, Brook and others, and a plantation undertaken under the Connecticut patents. This settlement consisted at first of twenty men from Boston, who in 1635 selected what is now Saybrook Point as their landing place and the site of their embryo settlement.[1] John Winthrop Jun., from the Massachusetts colony was the enterprising leader of the party, and the commissioned manager of the undertaking.

A fortification was erected, dwelling houses built and the settlement was pushed with much vigor.[2] While engaged in that enterprise in 1636, it is inferred Winthrop was looking forward to a new settlement on or near the river of the Pequots, as the next advance post to be taken by the English.[3] He had discovered, and his active mind at once appreciated the advantages of the spot. After his commission at Saybrook expired, in 1640 he obtained a grant from the General Court of Massachusetts, of Fisher's Island, and subsequently another grant from the General Court of Connecticut. Afterwards the jurisdiction of these colonies having been disputed by

1 Lion Gardener in his "Pequot Warres" has given a quaint and interesting statement of his connection with this enterprize in a manuscript of twelve pages folio, written to his "Loving Friends, Robert Chapman and Thomas Hurlbut," in 1660, from which we copy a single paragraph, viz: "In the year 1635, I, Lion Gardener, Engineer and Master of works of Fortification in the legers of the Prince of Orange, in the Low Countries, through the persuasion of Mr. John Davenport, Mr. Hugh Peters with some other well-affected Englishmen of Rotterdam, I made an agreement with the fore-named Mr. Peters for £100 per annum, for four years, to serve the company of patentees, namely, the Lord Say, the Lord Brooks [Brook,] Sir Arthur Hazilrig, Sir Mathew Bonnington [Bonighton ?], Sir Richard Saltingstone [Saltonstall], Esquire Fenwick, and the rest of their company, [I say] I was to serve them only in the drawing, ordering and making of a city, towns or forts of defence. And so I came from Holland to London, and from thence to New England, where I was appointed to attend such orders as Mr. John Winthrop, Esquire, the present Governor of Conectecott, was to appoint, whether at Pequit [Pequot] river, or Conectecott, and that we should choose a place both for the convenience of a good harbour, and also for capableness and fitness for fortification. But I landing at Boston the latter end of November, the aforesaid Mr. Winthrop had sent before one Lieut. Gibbons, Sergeant Willard, with some carpenters, to take possession of the River's mouth, where they began to build houses against the Spring."

2 Trumbull's Hist.

3 Miss Caulkins.

New York, Winthrop obtained in 1668 from the governor of the latter, a patent confirming his title beyond any dispute.[1]

In 1644 Mr. Winthrop obtained a grant from the General Court of Massachusetts of "a plantation at or near Pequod, for iron works," and in 1645 he erected, as is supposed, the first English dwelling house on Pequod territory, on Fisher's Island, the former famous fishing ground of that tribe. In 1645 he was engaged with energy and enthusiasm in clearing and laying out his new plantation. In 1646 he erected a house on his "town plot" in New London and removed his family from Boston to his new home. His town lot comprised that part of the town afterward known by his name, "Winthrop's Neck," now East New London, and on this he fixed his residence.

John Winthrop the younger is justly distinguished as the founder of New London. The plantation under his grants from the General Courts of Connecticut and Massachusetts, and patent from the governor of New York, clearly established his title, and the energy and vigor with which he prosecuted his improvements contributed largely to the advancement and future importance of the town. At a general court held in Boston in 1646, Mr. Winthrop appointed a commission "to remove such Indians as were willing, to the other (or east) side of the great river, or some other place for their convenient planting and subsistence, to the good liking and satisfaction of the said Indians."[2] As the projector of the new town, its founder and active influential leading spirit, Winthrop was pre-eminent, and his services to his fellow citizens and afterwards to the colony as its governor, were invaluable.[3]

The township under the original grant retained its Indian name *Nameag* until March, 1658, when the general assembly passed the following resolution, fixing its present name: "Whereas it has been the commendable practice of the inhab-

1 A remarkable circumstance connected with this grant to Winthrop is the fact that the title of ownership in the entire island never passed out of the family, several of the descendants of which are now living, until 1863, when it was purchased by Mr. Ralston R. Fox, of New York, since deceased.

2 New London Town Records, Book VI.

3 See farther notice of Winthrop in subsequent pages.

itants of all the colonies in these parts, that as this country hath its denomination from our dear native country of England, and thence is called New England, so the planters, in their first settling of most new plantations, have given names to those plantations of some cities and towns in England, thereby intending to keep up, and leave to posterity the memorial of several places of note there, as Hartford, Windsor, York, &c., and that there hath yet no place in any of the colonies, been named in memory of the city of London, there being a new plantation within this jurisdiction of Connecticut, settled upon the fair river Mohegan, in the Pequot country, being an excellent harbor and a fit and convenient place for future trade, * * * that therefore they might thereby leave to posterity the memory of that renowned city of London, from whence we have had our transportation, have thought fit, in honor of that famous city, to call the said plantation, NEW LONDON."[1] The name of the river was changed to *Thames*.

The original site of the town, as described by Miss Caulkins in her history of New London, was an "area of thick swamps, waving woods, ledges of rocks and ponds of waters." This comprised all the central portion of the town plot. The two extremities were first built upon and were only connected by a rough foot path winding over the hill northwest of the city, then as now familiarly known as *Post Hill*, having been so named from one Richard Post, whose residence stood near that place. *Hempstead*, was one of the earliest laid out streets of the city, so named from Robert Hempstead who was among the first settlers of the town. Subsequently he erected the "old *Hempstead House*" now standing, and still the comfortable residence of the descendants of the Hempstead family, and noted as being "undoubtedly the most ancient building in New London."[2]

For a long period after the first settlement of the town, all

1 Records of Connecticut.

2 The age of the Hempstead house is determined by the Hempstead diary. The writer occupied the dwelling, and writing there in 1743, says it had then been built sixty-five years.—*Miss Caulkins history, pp.* 274.

the land extending from Mill Brook on the north, to the Lower Cove on the south, west of Union street, was a rocky waste.

The original extent of the township of New London, first called "the Plantation of *Nameaug*," included all the lands between the sound on the south, to the present boundary lines of Bozrah, Norwich and Preston on the north, and from Pawkatuck river on the east, to "Bride Brook" in Lyme — These limits now comprise New London, Waterford, Montville, East Lyme, Groton, Stonington and Ledyard.

"During the first winter after the settlement of the town, the winter of 1646–7, at a time when the whole country was covered with a deep snow, the incident occurred, on which the following poem is founded. Application was made to Mr. Winthrop to go to Saybrook and unite a young couple in marriage,—there being in that place no person duly authorized to officiate on such an occasion. But he had been commissioned by Massachusetts, and could not legally fasten the nuptial knot in Saybrook, which was under the jurisdiction of Connecticut. He proposed, therefore, to meet them half way,—on the brink of the little stream which was his western boundary. The proposition was accepted,—and there Winthrop accompanied by a party from his plantation, met the bridal train from Saybrook, and the rite was performed. In conclusion, Winthrop gave the name of Bride brook to the stream, by which it has ever since been known. The pond is also called Bride lake."

"The annals of history can furnish but few incidents more striking than the Bride brook marriage. All the accessories of the scene are picturesque and impressive. The little company stood in the midst of a dreary waste of snow,—far from any human habitation, except the huts of savages;—ancient forests and immense solitudes were around them, beyond which, in shadowy magnificence, vast and indefinite, lay that unexplored world on whose brink they stood. We might, perchance, add to these features, the stalwart forms of natives, a tribe of whom dwelt not far from the place, darting among the trees, or looking on at a distance. What sublime scenery for a wedding! There is no marriage upon record that has such romantic associations."

"When this fair town was Nam-e-aug,—
A bleak, rough waste of hill and bog,—
In huts of sea-weed, thatch, and log,
Our fathers few, but strong and cheery,
Sate down amid these deserts dreary.

'Twas all a wild, unchristian wood,
A fearful, boisterous solitude;—
A harbor for the wild-fowl's brood:
Where countless flocks of every pinion,
Held o'er the shores a bold dominion.

The sea-hawk hung his cumbrous nest,
Oak-propp'd, on every highland crest;
Cranes through the seedy marshes prest:
The Curlew by the river lying,
Looked on God's image, him defying.

The Eagle-king soared high and free,
His shadow on the glassy sea,
A sudden ripple seemed to be;
The sun-light in his pinions burning,
Shrouded him from eyes up-turning.

They came:—the weary-footed band;
The paths they cleared, the streams they spanned;
The woodland genius grew more bland;
In haste his tangled vines unweaving,
Them and their hopes with joy receiving.

Then beasts of every frightful name,
And wild men with their hearts of flame,
By night around them howling came;
No arms had they but care and caution,—
And TRUST IN GOD was all their portion.

Firm as the rocky coast they stood,
And earnest as the rushing flood;
Disdaining fear, yet fearing God;
Each man was both a lamb and lion,
With heart of flesh, but nerves of iron.

They yoked the eagle to the dove;
They tamed the wilderness with love;
Clear light within,—clear light above;
By faith upheld, by foes undaunted,
Home, freedom, country, here they planted.

Great hearts were those that hither came,—
A WINTHROP of undying fame,—
A BREWSTER of an honored name,—
Greathearts—the growth of three great nations,
Laid deep for us these firm foundations.

The angels as they glided by,
Some gleams of brightness lent the sky;
And earth's own angels too were nigh:
The choicest of fair England's daughters
Came with them o'er the billowy waters.

Now thanks to thee, O, God of lands!
Who settlest lonely men in bands:
That brought these angels to our strands!
The Rose of Eden, heavenly woman!
To gardens changed, these wilds inhuman.

See! like the rose tree's sudden bloom,
Bright visions break the wintry gloom,—
The evergreens breathe forth perfume:
Love's purple light the scene is flushing:
A romance into life is rushing.

A streamlet,—Nam-e-aug's western bound,
A path by craggy hill sides found,
Meandering to the distant sound:
A slender stream, but clear and glowing,
Down through umbrageous vallies flowing.

Forth from a lovely lake it came,—
Sweet stream with an ungentle name:—
But now ice-bound, snow wreathed and tame;
No longer sparkling, prattling, leaping,—
The Naiad of the brook was sleeping.

To this fair stream two sledgy trains;
Grotesque and quaint as Lapland wains,—
Rushed swiftly o'er the dazzling plains:
Vast earth before, behind, all hoary,
Embosomed in a shroud of glory.

How still is all surrounding snow!
How dead but for this diamond glow!
The sun's exuberant overflow,
Filling the air with quivering gladness,
Relieves earth's spectre of its sadness.

No sounding bells waked nature's ear,
Yet music, flowing sweet and clear,
Rippled the sea of silence drear.
Cheery they come,—men, maidens singing,
And all the echoes round them ringing.

They meet :—here noble Winthrop stands :—
Come forth ye gladsome bridal bands,
Ye snow-capt hills, clap all your hands!
Ye spicy cedars green and towering,
Draw round them all your screens embowering.

The woven nets are lightly spread ;
The spruce boughs yield their fragrant aid ;
The white smoke o'er them curls a shade ;
And fruits and viands, choice and dainty,
Flow from the ample horn of plenty.

Her furry wrappings cast aside,—
As rosy skies when clouds divide ;
Forth stept the conscious, blushing bride :
A trembling, serious, fadeless beauty,
Commingling sweetness, love and duty.

She stood like summer on the snow,
No morning dawn around could throw,
Such rosy light, so warm a glow :
And hovering clouds with seraphs laden,
Showered heavenly blessings on the maiden.

She was a dame of fair degree ;
Her lover fearless, bold and free,
Had suffered scaith by land and sea ;
Their hearts long pledged by word and token :
Now let the sacred rite be spoken.

Then hands were clasped, and Winthrop prayed :
The life-long covenant was made ;
High heaven a mute attention paid ;
Winds, groves, and hills, with reverence lowly,
Trembled around a scene so holy.

"Now Sunk-i-paug is Bridal Lake ;
Flow, ever flow,"—thus Winthrop spake,—
"Round hearts and homes thy journey take ;
Love's streamlet out of Bride Lake welling :
GOD LEAD A BRANCH TO EVERY DWELLING."

—*Bride Brook, a Legend of New London, Conn., by Miss F. M. Caulkins*, 1852.

At the beginning of the century just completed, the very extended area of territory previously embraced within its limits had become now circumscribed. The portion east of the river had become detached and set off as independent towns. The township then included in addition to its present limits, the much larger towns of Waterford and Montville. At that time the almost entire area of the latter was a rugged wilderness, very sparsely occupied by a few daring pioneers who had ventured to pass beyond the then borders of civilized life in the town. The greater portion of the population, with the principal residences and buildings were located, as before stated, at the northerly and lower sections of the town plot, while the central and western more rough and elevated portions, now occupied by some of the finest residences in the city, remained rough and unimproved.

New London, at this early period had become quite a commercial town. Her citizens were largely engaged in the West India trade. Men of energy and enterprise were owners and officers of vessels engaged in this business. These vessels of comparatively small size, with a single deck, made frequent and successful voyages. Horses, provisions and lumber were the principal articles of export, while molasses, sugar, coffee and rum comprised mostly the return cargoes. This trade afforded the participators a liberal balance, which was generally brought home in silver coin. The exportation of flour, provisions and lumber to Mediteranean ports, Gibralter and the Barbary coast, was also carried on to a considerable extent, and mules taken in exchange, and exported to the West Indies, and exchanged for the product of those Islands.[1]

This trade made successful through the enterprise of New London citizens, was, however, suddenly interrupted by the stamp act. The use of stamps being exceedingly unpopular in the colony, and as no clearances could be given at the Custom House, a very serious interruption of all commercial business followed. The revenue sloop *Liberty*, early in 1769,

1 Capt. Gabriel Sistern or Sisture, of Barcelona, Old Spain, was engaged in this line of trade. He came to this country in 1771, bringing his son Gabriel with him, and fixed his residence in New London.—*Miss Caulkins History, pp.* 183.

was stationed by the commissioners of customs in the harbor, and every sail that passed out or in was subjected to a vigorous inspection.[1] These embarrassments to trade continued, the commercial interests of the town were seriously affected, and in fact all intercourse with other nations and foreign trade was almost entirely suspended.

At that time but few, comparatively, of the present streets were opened. Main street (then "the town street") extended from mill brook on the north, along the west margin of Winthrop's cove, down to state street. Water street, (or the beach,) from near the present site of Chappell's upper wharf, down to the parade. These were the principal business streets of the town. Bank street continued along the river bank south to the Shaw mansion and was connected with Hempstead street, one of the earliest laid out streets in the town. These with some others of lesser note comprised the entire populated portion of the place. The whole of the rocky ridge extending from the old burial ground on the north, to the present site of the residence of the late Hon. H. P. Haven, was entirely unoccupied and called meeting house hill. The Congregational church stood alone on its extreme northern limits. West of this ridge very few if any dwelling houses had been erected, and that portion, now a pleasant and important part of the city, was a wild uncultivated waste. The old fort, the Episcopal church and two or three other buildings of note, occupied the "Parade." The Custom house and residence of the Collector were located on Main street, near the "Cove." The Alms house was situated on an open lot near what is now the corner of Truman and Blinman streets, while the family residences were mostly located at the lower part of the town.

The war cloud that had hung portentious over the colonies grew more dark and threatening. Repeated insults and aggressions on the part of Great Britain had fired the hearts of the people with proper resentment. Lord North with the most intense bitterness threw his entire influence in the Brit-

1 Nathaniel Shaw, merchant of New London, writes to one of his correspondents, May 15th, 1769, "The sloop Liberty is now stationed here, and searches every vessel in the strictest manner." Again, "Our cruising Pirate sailed yesterday for Newport."—*Miss Caulkins.*

ish Parliament against any amelioration of the severity which governed the measures of the crown against its suffering colonies in America. General Gage with his military forces occupied Boston. The blood stained soil of Lexington had fully proved the barbarity of the haughty emissaries of the King, and the death of their countrymen by British muskets had electrified the hearts of the people, and aroused the entire population of the country. New London was one of the foremost of the towns of the New England Colony, to resist the aggressor. Her citizens were among the earliest patriots of the Revolution. A military company which had, in anticipation of coming events, been fully equiped and well trained, commanded by Capt. Wm. Coit, a gallant officer, immediately on receipt of this startling intelligence proceeded to Cambridge, to join the troops under General Washington, then recently placed by Congress in command of the army. Major Jonathan Latimer, a worthy patriot soon followed him with another company to the scene of conflict. Both these companies took part in the battle of Bunker Hill, and were noted for their gallantry on that occasion. Capt. Coit was afterwards appointed by Congress to the command of the schooner Harrison, and it is claimed was the first man in the United States, that captured and turned upside down, his majesty's bunting.[1]

Capt. Nathan Hale, whose untimely fate has been so deeply lamented, was at this time a preceptor in the Union Grammar school of New London. He received an appointment in the army as lieutenant, and closing his school,[2] immediately proceeded to headquarters at Cambridge. Not long afterwards he received a Captain's commission, and the subsequent sad history of his noble patriotism, self sacrifice and martyr death

1 This was the current belief and although not positively known to be the fact, has never been disproved. That he was commander of the *Harrison*, one of the first vessels commissioned by Congress is certain, and that he made some of the earliest naval captures is well authenticated, and the probabilities are that the first capture of a British vessel was made by him.

2 The closing of the school was deeply affecting to both teacher and pupils. Miss Caulkins remarks, "the parting scene made a strong impression on their minds. He addressed them in a style almost parental; gave them earnest counsel, prayed with them, and shaking each by the hand, bade them individually farewell." *History of New London, pp.* 515.

are too well remembered to be here repeated.[1] He is described as remarkable for his intelligence, his social qualities, his amiable disposition and happy mode of conveying instruction.[2]

At that time the only fortification in the colony of Connecticut was the old fort in New London. This was located at the foot of the parade, below the flag staff and near the present locality of the ferry wharf. During the summer this was rebuilt under the direction of Col. Gurdon Saltonstall, and the few cannon in the town were mounted upon it. It was garrisoned with twelve to twenty men, under Capt. Nathaniel Saltonstall, and must have been a rather insignificant means of defence against a formidable enemy.

During the year 1775, a fortification was commenced on the projecting point of rocks at the eastern extremity of what is now Fort Neck, which was in a manner completed in 1777. Also on the opposite shore, on the bluff, (now Groton Heights,) another similar fortification had been commenced and was finished about the same time, each occupying about two years in its construction. The former was named after the governor, *Trumbull*, and the latter the deputy governor, *Griswold*. These however, when considered finished, could scarcely have been considered defences against an invading fleet of the enemy. The old fort on the parade was now abandoned and its guns and munitions removed to fort Trumbull.

New London furnished her full quota of men for the Continental service, although from her exposed situation and the entire occupation of Long Island by the British, the town ought to have been permitted to retain a portion of her citizens for her own defence against the enemy, whose war vessels were hovering in the adjacent waters, and greatly harrassing the people, who were kept in a constant state of alarm.

---

1 Those who knew Capt. Hale in New London, have described him as a man of many agreeable qualities; frank and independent in his bearing; social, animated, ardent; a lover of the society of ladies, and a favorite among them. Many a fair cheek was wet with bitter tears, and gentle voices uttered deep execrations on his barbarous foes, when tidings of his untimely fate were received.—*Miss Caulkins History, pp.* 515.

2 The quaint old building used by Capt. Hale as a school room, is still standing on the east side of Union street, on the Wilson Manufacturing Company's plot. It formerly stood on the site of the Crocker House, and was removed nearly half a century ago to its present locality.

Notwithstanding this drain on the citizens by requisition and the constant exposure of the place to the inroads of an unscrupulous enemy, two volunteer companies were recruited in the town, under Captains Richard Deshon and Jonathan Caulkins, reducing, even in its most pressing necessity, its defensive force to the greatly reduced number of its own citizens.[1]

Under an act of Congress, naval expeditions were authorized, and the first of these was fitted out from New London in January, 1776. Commodore (sometimes styled admiral) Hopkins was placed in command of the little fleet, comprising four vessels in number, viz: the Alfred, Columbus, Andrea, Doria and Cabot. Their armament varied from fourteen to thirty-six guns. The expedition was undertaken with the utmost secrecy, and destined to cruise along the southern coast, with the purpose of annoying the British fleet then in that quarter. Dudley Saltonstall, the former commandant of the little fort was appointed senior Captain. "Several enterprising young seamen of the city were appointed midshipmen, and eighty of the crew were from the town and neighborhood."[2] Early in February the fleet sailed, in less than a month from the time in which the first preparations were commenced. This enterprise resulted in the plunder of the British post of New Providence, the capture of seventy prisoners, more than eighty pieces of cannon and a large quantity of military and naval stores. These were brought to and landed at New London, early in the month of April following.

Just at the period of the return of Commodore Hopkins fleet, the American army was on its way from Boston to New York, under the command of Washington. The Commodore's fleet lay in the harbor, and was just landing his prisoners and the stores he had captured. General Greene, with a part of his brigade, on their march to New York, arrived the same night and camped in and around the town, and the city presented quite an animated appearance.

Washington was the guest of Capt. Nathaniel Shaw, at his

1 "The town has been drained of men already so that there is scarcely a sufficiency of hands left to get in the harvest." *Shaw's letter to Gov. Trumbull* Aug 7, 1776.

2 Miss Caulkins History.

stone house in Bank street, and some of the members of the Council of Safety of Connecticut, and conferred with them respecting their future operations against the enemy.

The chamber which Washington occupied that night at Mr. Shaw's, has acquired from the circumstances an enduring interest. The owners of the mansion have endeavored to keep it unchanged in appearance. No alteration has been made in size, or by way of adornment. The bed, the curtains, and the other furniture are the same. It looks now as it did then.

When the Marquis LaFayette made his celebrated tour through the United States, forty years after the revolutionary struggle in which he had borne a part, was over—he visited New London and was a guest for a few hours in the Shaw house, then owned by the Hon. Elias Perkins; while there, he was conducted to the Washington chamber. After surveying it with tearful eyes, he knelt for a few minutes by the bedside, communing no doubt, in reverential silence with God and the spirit of his departed friend, and then withdrew.

New London continued to be the scene of enlistments, appointments, arrivals and departures of militia and seamen, and the alarms incidental to the then critical condition of the country, and to add to the annoyance and embarrassments of its citizens, in the month of December, 1778, above five hundred prisoners released from the prison ships of the enemy at New York, were brought into the town sick with various diseases—with frozen limbs, and infected with the small pox, dying on their way through the sound by scores, and sixteen or seventeen a day for several weeks after their arrival, and communicating malignant fevers and the small pox to those whose benevolent ministrations were affording them relief, and in this way spreading the infection throughout the town, and adding to the anxiety and troubles of the inhabitants.

In 1778 Congress ordered a ship to be fitted up for the reception of prisoners which was to be kept at New London for that purpose. This, however, was not continued long, and the prisoners were provided with comfortable quarters elsewhere.

After the British had obtained possession of New York, both English and refugee privateering commenced, and soon the

whole New England coast swarmed with letters of marque and reprisal. In a short time nearly every vessel, whatever her class or occupation, belonging to New London, had been destroyed or taken by the enemy. Self defence prompted, and in reality compelled retaliation. Some few remaining vessels of the town to which additions by building others were made, were equiped and put in requisition for the same service. The enemy had the advantage in numbers and vessels, but our shrewd and active townsmen exceeded them in daring. Many were the exploits of the citizens in this somewhat questionable mode of warfare. Miss Caulkins names William Havens, Nicholl Fosdick, Samuel and Lodowick Champlin, William Leeds, Daniel Deshon and Nathaniel Saltonstall, seamen whose bravery and skill in harrassing an enemy or defending a coast, could not be exceeded at any period of our country's history.

During the years 1776–7–8 and 9, over twenty ships, brigs, schooners and sloops were fitted out from New London, and the return of prizes was not infrequent or small. The Oliver Cromwell, a twenty gun ship, Capt. Harding, captured a merchant brig and brigantine, whose cargoes were sold for nearly $50,000. The *Connecticut Gazette* of June 3, 1779, advertised an auction sale of one brig, three schooners and seven sloops, all prizes to "Yankee privateers;" and one week later in the Court of Admiralty, a sale of eighteen prizes, all of which were taken during the month of May previous.

Not all the vessels, however, engaged in this hazardous warfare were equally successful. Several losses occurred. The ship Gov. Trumbull was captured by the British in West India waters. The Putnam, built on Winthrop's neck was impressed into the Continental service and afterwards ran ashore and burned to prevent her capture, and some other disasters of like nature occurred during this period.

The energy, vigilance and daring of the ever active citizens of New London, and their continual annoyance of the enemy, together with their frequent successes in capturing valuable prizes, irritated in the highest degree the British commanders, and it was determined by them to inflict severe retaliation.—This town was consequently marked for special vengeance,

and in September, 1781, Benedict Arnold, who had signalized himself by his predatory expedition to Virginia, was selected as a fitting instrument to inflict on northern shores a like chastisement. A British fleet consisting of a large number of vessels [1] of all classes, was fitted out by Sir Henry Clinton from New York, with the land and marine forces under Arnold's command for that purpose. A large proportion of the land forces consisted of Tory refugees and Hessians, noted for their inhumanity and cruel nature. On the evening of the 5th of September, this fleet left the eastern end of Long Island, intending to make the attack under the cover of darkness, and accomplish more easily by sudden surprise their intended object, viz: the destruction of the vessels and stores which had at that time largely accumulated by recent arrivals and captures. In this, however, they were thwarted by a head wind that arose during the night, and prevented their arrival on the coast until after daylight the next morning. At the discovery of this formidable fleet the alarm was instantly given. The signal of distress known to the surrounding country, was the firing of two guns at regular intervals from fort Griswold.—The signal was given, but to counteract their import another was added by one of the enemy's ships, changing the signal of alarm to that of victory or rejoicing, three being the number indicating the latter. This conclusively proved that the enemy had full knowledge of the situation and our signals. Under these circumstances the people of the surrounding country and neighboring villages, were thrown off their guard, and only by special messengers could the alarm be given. A mere handfull of brave citizens of New London and the adjacent towns, and a few men from the batteries, were all that could be mustered to oppose the formidable army of nearly eighteen hundred of the enemy. They landed in two divisions, one on each side of the river, meeting with but little opposition from the few militia and volunteer citizens of the town and neighborhood, hastily collected amid the general confusion. Both divisions formed and proceeded in regular order, the eastern towards fort Griswold, and the western

1 Lossing says twenty-four; Miss Caulkins states thirty-two.

towards the town. All was hurry and confusion among the inhabitants. Husbands and fathers with and without weapons, hastily left their families and rushed to meet their invaders. Anything in the shape of fire arms, from an old rusty musket to a horeman's pistol was put in requisition. Wives and mothers assisted their husbands and sons to equip themselves for the battle, and urged them to perform manfully their duty. One of the noble dames of the town, the patriotic lady of Mr. John Hempstead, as her husband hurried to the scene of conflict loudly cheered him on, and her parting salute was, "*John*, John, *don't let me hear you are shot in the back.*"[1]

Fort Trumbull was a mere apology for a fortification with a battery fronting on the river and without defences of any strength on the land side. It was commanded by Capt. Shapley with less than twenty-five men and a few light guns. As it would have been folly to attempt to hold it against such fearful odds, after the enemy had approached sufficiently near, he discharged a single volley, spiked his guns[2] and with his men retreated across the river to fort Griswold, a more elevated and better fortified position. A single six pound gun was the only piece of artillery in the hands of the little squad of defenders on Town Hill, which after a few discharges was spiked and abandoned.[2]

A brief account of the destruction of the town by the invaders, appeared in the New London Gazette the next day, giving the following description of the attack :—

"About daybreak on Thursday morning last, 24 sail of the enemy's shipping appeared to the westward of this harbor, which by many were supposed to be a plundering party after stock; alarm guns were immediately fired, but the discharge of cannon in the harbor has become so frequent of late, that they answered little or no purpose. The defenceless state of the fortifications and the town are obvious to our readers; a few of the inhabitants who were equipped, advanced towards the place where the enemy were thought likely to make their landing, and manoeuvred on the heights adjacent, until the

1 Hempstead's Diary

2 The old powder tub of this gun can now be seen in the rooms of the New London County Historical Society, as one of the relics of this disastrous day

enemy about 9 o'clock landed in two divisions, and about 800 men each, one of them at Brown's farm near the light house, the other at Groton Point: the division that landed near the light-house marched up the road keeping up large flanking parties, who were attacked in different places on their march by the inhabitants, who had spirit and resolution to oppose their progress. The main body of the enemy proceeded to the town, and set fire to the stores on the beach, and immediately after to the dwelling houses lying on the Mill Cove. The scattered fire of our little parties, unsupported by our neighbors more distant, galled them so that they soon began to retire, setting fire promiscuously on their way. The fire from the stores communicated to the shipping that lay at the wharves, and a number were burnt; others swung to single fast, and remained unhurt.

"At 4 o'clock, they began to quit the town with great precipitation, and were pursued by our brave citizens with the spirit and ardor of veterans, and driven on board their boats. Five of the enemy were killed, and about twenty wounded; among the latter is a Hessian captain, who is a prisoner, as are seven others. We lost four killed and ten or twelve wounded, some mortally.

"The most valuable part of the town is reduced to ashes, and all the stores. Fort Trumbull, not being tenable on the land side, was evacuated as the enemy advanced, and the few men in it crossed the river to Fort Griswold, on Groton Hill, which was soon after invested by the division that landed at the point: the fort having in it only about 120 men, chiefly militia hastily collected, they defended it with the greatest resolution and bravery, and once repulsed the enemy: but the fort being out of repair, could not be defended by such a handful of men, though brave and determined, against so superior a number; and after having a number of their party killed and wounded, they found that further resistance would be in vain, and resigned the fort. Immediately on the surrendry, the valiant Col. Ledyard, whose fate in a particular manner is much lamented, and 70 other officers and men, were murdered, most of whom were heads of families. The enemy lost a Maj. Montgomery and 40 officers and men in the attack, who

were found buried near the fort: their wounded were carried off."

"Soon after the enemy got possession of the fort, they set fire to and burnt a considerable number of dwelling houses and stores on Groton bank, and embarked about sunset, taking with them sundry inhabitants of New London and Groton. A Col. Eyre, who commanded the division at Groton, was wounded, and it is said died on board the fleet the night they embarked. About 15 sail of vessels, with the effects of the inhabitants, retreated up the river on the appearance of the enemy, and were saved, and four others remained in the harbor unhurt. The troops were commanded by that infamous traitor Benedict Arnold, who headed the division which marched up to the town. By this calamity it is judged that more than one hundred families are deprived of their habitations, and most of their all. This neighborhood feel sensibly the loss of so many deserving citizens, and though deceased, cannot but be highly indebted to them for their spirit and bravery in their exertions and manly opposition to the merciless enemies of our country in their last moments."

"The following savage action, committed by the troops who subdued Fort Griswold, on Groton Hill, on Thursday last, ought to be recorded to their eternal infamy. Soon after the surrender, of the fort, they loaded a waggon with our wounded men, by order of their officers, and set the waggon off from the top of the hill, which is long and very steep. The waggon went a considerable distance with great force, till it was suddenly stopped by a tree; the shock was so great to these faint and bleeding men, that some of them died instantly. The officers ordered their men to fire on the waggon while it was running."

The buildings burnt at New London in this expedition by the British troops, were 65 dwelling houses containing 97 families, 31 stores, 18 shops, 20 barns, and 9 public and other buildings, among which were the Court House, Jail and Church—in all 143.

"In many instances where houses were situated a great distance from the stores, and contained nothing but household

furniture, they were set on fire, notwithstanding the earnest cries and entreaties of the women and children in them, who were threatened with being burnt in them if they did not instantly leave them. Indeed two houses were bought off for 10*l.* each, of an officer who appeared to be a Captain, upon condition, however, that he should not be made known; and where the houses were not burnt, they were chiefly plundered of all that could be carried off. At the harbor's mouth, the houses of poor fishermen were stripped of all their furniture of every kind, the poor people having nothing but the clothes that they had on."[2]

The following extracts are from Arnold's official account of his expedition to New London:

SOUND, off Plumb Island, 8th Sept., 1781.

Sir,—I have the honor to inform your Excellency, that the transports with the detachment of troops under my orders, anchored on the Long Island shore on the 5th instant, at 2 o'clock, P. M., about ten leagues from New London; and having made some necessary arrangements, weighed anchor at 7 o'clock, P. M., and stood for New London with a fair wind. At 1 o'clock the next morning, we arrived off the harbor, when the wind suddenly shifted to the northward, and it was 9 o'clock before the transports could beat in. At 10 o'clock the troops in two divisions, and in four debarkations, were landed, one on each side of the harbor, about three miles from New London; that on the Groton side, consisting of the 40th and 54th regiments, and the 3d battery of New Jersey volunteers, with a detachment of Yagers and Artillery, were under the command of Lieut. Col. Eyre. The division on the New London side consisted of the 38th regiment, the Loyal Americans, the American Legion, Refugees, and a detachment of 60 Yagers, who were immediately on their landing put in motion; and at 11 o'clock, being within half a mile of Fort Trumbull, which commands New London harbor, I detached Capt. Millett, with four companies of the 38th regiment, to attack the fort, who was joined on his march by Capt. Frink, with one company of the American Legion. At the same time I advanced with the remainder of the division, west of Fort Trumbull, on the road to the town, to attack a redoubt which had kept up a brisk fire upon us for some time; but which the enemy evacuated on our approach. In this work we found six pieces of cannon mounted, and two dismounted. Soon after I had the pleasure to see Capt. Millett march into Fort Trumbull, under a shower of grape shot from a number of cannon which the enemy had turned upon him; and I have the pleasure to inform your Excellency, that by the sudden attack and determin-

2 The Connecticut Gazette of Sept. 7, 1781.

ed bravery of the troops, the Fort was carried with the loss of only four or five men killed and wounded. Capt. Millet had orders to leave one company in Fort Trumbull, to detach one to the redoubt we had taken, and join me with the other companies. No time was lost on my part in gaining the town of New London. We were opposed by a small body of the enemy, with one field piece, who were so hard pressed that they were obliged to leave the piece, which being iron was spiked and left.

As soon as the enemy were alarmed in the morning, we could perceive they were busily engaged in bending sails, and endeavoring to get their privateers and other ships up Norwich river out of our reach; but the wind being small, and the tide against them, they were obliged to anchor again. From information I received before and after my landing, I had reason to believe that Fort Griswold, on Groton side, was very incomplete; and I was assured by friends to Government, after my landing, that there were only twenty or thirty men in the fort, the inhabitants in general being on board their ships, and busy in saving their property.

On taking possession of Fort Trumbull, I found the enemy's ships would escape unless we could possess ourselves of Fort Griswold; I therefore dispatched an officer to Lieut. Col. Eyre with the intelligence I had received, and requested him to make an attack upon the fort as soon as possible; at which time I expected the howitzer was up, and would have been made use of. On my gaining a height of ground in the rear of New London, from which I had a good prospect of Fort Griswold, I found it much more formidable than I expected or than I had formed an idea of, from the information I had before received; I observed at the same time, that the men who had escaped from Fort Trumbull, had crossed in boats and thrown themselves into Fort Griswold, and a favorable wind springing up about this time, the enemy's ships were escaping up the river notwithstanding the fire from Fort Trumbull, and a six pounder which I had with me. I immediately dispatched a boat with an officer to Lieut. Col. Eyre, to countermand my first order to attack the fort, but the officer arrived at a few minutes too late. Lieut. Col. Eyre had sent Capt. Beckwith with a flag, to demand a surrender of the fort, which was peremptorily refused, and the attack had commenced. After a most obstinate defence of near forty minutes, the fort was carried by the superior bravery and perseverance of the assailants. On this occasion I have to regret the loss of Major Montgomery, who was killed by a spear in entering the enemy's works; also of Ensign Whitlock, of the 10th regiment, who was killed in the attack. Three other officers of the same regiment were wounded: Lieut. Col. Eyre the three other officers of the 54th regiment, were also wounded; but I have the satisfaction to inform your Excellency, that they are all in a fair way to recover.

Lieutenant Colonel Eyre, who behaved with great gallantry, having received his wound near the works, and Major Montgomery being killed immediately after, the command devolved on Major Bromfield whose behavior on this occasion does him great honor. Lieut. Col. Buskirk, with the New

Jersey volunteers and artillery, being the second debarkation, came up soon after the work was carried, having been retarded by the roughness of the country; I am much obliged to this gentleman for his exertions, although the artillery did not arrive in time.

I have enclosed a return of the killed and wounded, by which your Excellency will observe that our loss, though very considerable, is short of the enemy's, who lost most of their officers, among whom was their Commander, Col. Ledyard. Eighty-five men were found dead [1] in Fort Griswold, and sixty wounded, most of them mortally; their loss on the opposite side must have been considerable, but cannot be ascertained. I believe we have about 70 prisoners, besides the wounded who were left paroled.

Ten or twelve ships were burned, among them three or four armed vessels, and one loaded with naval stores; an immense quantity of European and West India goods, were found in the stores—among the former the cargo of the Hannah, Capt. Watson, from London, lately captured by the enemy. The whole of which was burnt with the stores, which proved to contain a large quantity of powder, unknown to us; the explosion of the powder, and change of wind, soon after the stores were fired, communicated the flames to part of the town, which was, notwithstanding every effort to prevent it, unfortunately destroyed."

The closing scenes of the tragedy were in keeping with the other acts. The prisoners, the wounded and the dead, were all alike plundered by the soldiers, till they were left nearly naked. The wounded lay in the hot sun without water, without medical care, without covering, for two or three hours. The British were busily engaged in taking care of their own dead and wounded, and disposing of the plunder.[2] Col. Eyre, and all the other wounded men, were carried on board the transports. Major Montgomery was interred in the space fronting the gate, not very far from the spot where he fell.—Several other officers were buried near him. About forty of their common soldiery were hastily thrown into pits, several together, and scarcely covered with earth.

1 Arnold, it will be noticed, reports eighty-five men "*found dead*" in the fort. He omits to say that all, or nearly all with their noble commander were massacred by the enemy after their surrender. It is not strange that he failed to describe truthfully the bloody butchery of the brave defenders of the garrison.

2 William Seymour was the only one of the garrison whose wounds were dressed by a British surgeon. He owed this courtesy to Capt. Beckwith, with whom he had previously some acquaintance, having met him in New York, when sent thither to negotiate an exchange of prisoners. Seymour was a son of Col. Thomas Seymour, of Hartford, and uncle of T. H. Seymour, the late governor of Connecticut.

Of the garrison, eighty-five who were entirely dead, were stripped and left in the fort. Those who were regarded as mortally or very dangerously wounded, about thirty-five in number, were paroled, to be left behind; thirty others, most of them wounded, were marched down to the landing to be carried away as prisoners.

The last thing to be done by the enemy was to set fire to the magazine and blow up the fort. Preparatory to this, the helpless Americans must be removed. Every thing was done in the greatest possible haste—the movements of the enemy show fear and trepidation, as if afraid the hills would fall on them before they could finish their task and get away. The soldiers ran, rather than walked, hundreds of times up and down that steep declivity, removing their wounded, dragging their plunder, driving their prisoners; and now the heaps of fainting, neglected men, lying upon the ground, and roughly rolled upon boards and tossed into a large ammunition wagon, one upon another, groaning and bleeding, those below nearly stifled with the weight of those above. About twenty soldiers were then employed to drag this wagon down the hill, to a safe distance from the expected explosion. From the brow of the ridge on which the fort stood, to the brink of the river, was a rapid descent of one hundred rods, uninterrupted except by the roughness of the surface, and by scattered rocks, bushes, and stumps of trees. The weight of the wagon after it had begun to move, pressing heavily upon the soldiers, they let go their hold, and darting aside, left it to its own impetus. On it went, with accelerated velocity, surmounting every impediment, till near the foot of the hill, when it came against the trunk of a large apple-tree, with a force that caused it to recoil and sway round. This arrested its course, but gave a sudden increase of torture to the sufferers. The violence of the shock is said to have caused instant death to some of them; others fainted, and two or three were thrown out to the ground. The enemy, after a time, gathered up the bleeding men, and carried them into a house near by, belonging to Ensign Avery, who was himself one of the party in the wagon. The house had been previously set on fire, but they extinguished the flames, and left the wounded men there on

parole, taking as hostage for them, Ebenezer Ledyard, brother of the commander of the fort.

A rear-guard was left at Groton fort, with orders after all had decamped, to take the necessary measures to blow up the magazine, burn the barracks, and entirely destroy the works, from which all but the mournful heaps of dead had been removed.

It is supposed to have been late in the evening when Capt. Lemoine and his men, having laid a train of powder from the barracks to the magazine, kindled a fire in the barracks, and retreated to the ships. Without doubt Arnold and his officers gazed intently on the fort, as they slowly sailed down the river, expecting every moment the fatal explosion, and were keenly disappointed at the result. No explosion followed, but the failure was not owing to remissness or want of skill in the royal artillerist.

Under cover of the night, a number of Americans had cautiously approached the fort, even before it was evacuated by the conquerors; and as soon as the rear-guard of the enemy had retreated down the hill, and the dip of their oars was heard in the water, they hastened to the gate of the fort.—Major Peters, of Norwich, is understood to have first reached the spot. Perceiving the barracks on fire and the train laid, without a moment's hesitation he periled life by entering the gate, and being well acquainted with the interior arrangements, rushed to the pump for water to extinguish the fire. Here he found nothing that would hold water but an old cartridge-box; the spout of the pump likewise had been removed; but notwithstanding these disadvantages, he succeeded in interrupting the communication between the burning barracks and the powder. The heroism of this act cannot be too highly applauded. Others were soon on the spot, and the fire was entirely subdued. These adventurous men supposed that the wounded as well as the dead had been left by the enemy to be blown into the air, and it was to preserve them from this awful fate that they hazarded their lives by entering the fort. The fire being quenched, they hastened to examine the heaps of human forms that lay around, but found no lingering warmth, no sign to indicate that life yet hovered in the frame, and

might be recalled to consciousness. Major Peters easily selected the lifeless remains of his friend Col. Ledyard. His strongly marked features, calm and serene in death, could not be mistaken

As soon as it was known that the British had re-embarked, all Groton was moved, inquiring for her sons. Women and children assembled before the morning dawn, with torches in their hands, examining the dead and wounded in search of their friends. They passed the light from face to face, but so bloody and mangled were they—their features so distorted with the energy of resistance, or the convulsion of pain, that in many cases the wife could not identify her husband or the mother her son. When a mournful recognition did take place, piteous were the groans and lamentations that succeeded. Forty widows had been made that day, all residing near the scene of action. A woman, searching for her husband among the slain, cleansed the gore from more than thirty faces before she found the remains she sought.

Fourteen among the dead, and three among the wounded, bore the title of captain. Captains Elisha Avery and Henry Williams had served in the continental army; the others bore that rank in the militia, or were commanders of vessels. Of the killed, sixty belonged to Groton and twelve to New London. Eleven bore the name of Avery, six that of Perkins. When Ledyard gave up his sword, few of the garrison had fallen; at least three-fourths of the killed were sacrificed after the surrender. Among them were several of such tender age, that they could not be called men. Daniel Williams, of Saybrook, was perhaps the youngest; his gravestone bears an inscription which, though brief and simple, is full of pathetic meaning

"Fell in the action at Fort Griswold, on Groton Hill, in the fifteenth year of his age."

The next morning, at daylight the fleet of the enemy was seen at anchor off the mouth of the harbor. They made sail at 8 o'clock, but were in sight an hour or two longer. By this time, the whole surrounding country was in motion. All the militia, all who had friends on the sea-board, all who

hated the British, all who were impelled by curiosity, came rushing to the scene of desolation, mingled with the fugitives returning after a dismal night of terror and anxiety, to their forlorn homes. On the heights in view of the town, they paused and gave vent to lamentations and cries of anguish over the smoking ruins.[1]

We cannot enter into all the historical details of that disastrous event, in the brief sketch to which we are limited, but they will not cease to be remembered even through succeeding generations. Truly the history of that memorable day was written at New London and Fort Griswold [2] in fire and blood!

As execrable as Arnold's character may and does appear, he cannot be held personally responsible for all the cruelties inflicted by the enemy on that occasion. The assassination of Ledyard, the brave commander of fort Griswold, and the massacre of the garrison after surrendering to the enemy, was the work of British soldiers and Tory loyalists which he would not have justified. His orders had regard to the usages of humanity and civilized warfare. Private houses were to be spared and the women to be treated with respect. The British soldiers were expressly forbidden to plunder or molest the helpless, and Arnold in his report speaks highly in commendation of Capt. Stapleton, who acted as major of brigade, for his endeavors to prevent plundering and the destruction of private buildings.

It was afterwards well understood, as stated by Miss Caulkins, that most of the spoil and havoc in private houses was the work of a few worthless vagrants who prowled in the wake of the invaders, hoping in the general confusion not to be detected.

Arnold's principal design, in attacking fort Griswold was to obtain possession of the fortification and by means of its

1 Miss Caulkin's history, pp. 564-569

2 A monument erected in 1830, now marks the site of the sanguinary conflict. It is built of native granite, quarried from the hill on which it stands; twenty-six feet square at the base, twelve at the top, and one hundred twenty-seven feet in height. A circular flight of one hundred and sixty-eight granite steps in the interior leads up to the platform, from which a most beautiful and extended view of the surrounding country is obtained.

cannon prevent the vessels in the harbor from escaping up the river. In this, however, he was partially thwarted, as before stated in the *Gazette*, published at the time, about eighteen schooners and sloops made good their retreat before the fort surrendered and thus were saved. Those that remained shared the fate of the devoted town, being burned at the wharves or at their moorings.

The value of property destroyed was estimated at $485,980.[1] This was the estimate of the committee which was appointed by the General Assembly of Connecticut after the war, to ascertain the amount of loss sustained by the several towns in the state by the conflagrations during the war, from the predatory inroads of the enemy. To compensate for this loss of property in New London and other towns in the state, the Assembly in 1793, granted to the sufferers, five hundred thousand acres of land lying within the precincts of the *Western Reserve*, in Ohio, which tract was known as the "*Fire Lands*." The title was confirmed by Congress in 1800, and includes what was usually called "*New Connecticut*," and was settled principally by New England people.

The great loss of property during the war, and the entire prostration of trade and commercial enterprise incident thereto, left the inhabitants poor and exhausted. Many were unable to rebuild their dwellings, and the forlorn aspect of the town may be easily imagined.

Peace, however, with the "Mother Country" which took place in 1783, restored tranquility and inspired with new hopes the citizens of the town. Trade began soon to revive and the elastic nature of the people prompted them to new enterprises. The belligerant war vessels were transformed into peaceful merchantmen. Their commanders and officers entered at once the fields of commercial enterprise, and their hardy crews found ready employment in the merchant service. With the revival of trade and prosperity, New London again assumed her position as one of the leading sea ports in the state.

The West India trade which had been to some extent carried on previous to the war was re-established. As early as 1784, a

1 Lossing.

flourishing commerce was again the characteristic of the place. Vessels that year cleared for the various ports of West Indies, London, Liverpool, Cadiz and Ireland. During the year Capt. Stillman made three voyages to Jamaica, coming in from the third voyage on the 3d of November. A portion of his cargoes consisted of one hundred and twenty-two horses. The commanders of the former armed vessels, as before stated, entered into the merchant service. Hinman, Bulkley, Fosdick and others comprised some of the best captains in this department. For nearly sixty successive years, Bulkley shared in the dangers and the enterprises incident to a seaman's life, and died in 1848, at the age of ninety-five years. Richard Law, Daniel Deshon and Jared Starr were active and noted seamen both previous and subsequent to the war, and all lived to a good old age. Law lived to the age of eighty-three years, Deshon to seventy-two, and Starr to ninety-one, and all stood foremost in the ranks of their profession.

During the year 1784, under authority of the State, Connecticut comprised two Custom house districts, viz: New London and New Haven. Gen. Gurdon Saltonstall was appointed Collector for the former. At his death which occurred in September of the next year, Elijah Backus was appointed his successor, who held the office until 1789, when General Jedediah Huntington received the appointment, under the Federal Constitution. The *New London Gazette* of 1786, publishes a list of three ships, eighty-four brigantines, thirty-eight schooners and ninety sloops, chiefly owned in the district of New London, and the total export of horses and cattle during that year as eight thousand ninety-four. This assuredly speaks well for the enterprise and energy of the people of a town that five years previous, had almost been swept out of existence by the fire and sword of a merciless enemy.

In her commercial interests New London was prosperous until untoward events abroad seriously retarded her enterprise and checked her progress. Her West India trade was greatly interrupted. Her vessels were seized upon by privateers and piratical cruisers that abounded at that time in West Indian waters. The pestilential fevers incident to tropical climates attacked with great malignity the officers and crews

of her vessels. In some cases all except two or three of an entire crew with their officers, were consigned to an ocean grave before the return of their vessels to port. Several of her most enterprising citizens in foreign ports were carried off by the same diseases. Of those who died thus by disaster and disease at sea and abroad, Miss Caulkins gives a large number of names, a few of which we quote, viz: Capt. Gurdon Saltonstall, Capt. Dudley Saltonstall, Dr. Winthrop Saltonstall, Capt. Giles Mumford, Capt. Howland Powers, Capt. John Rogers, Capt. Ezra Caulkins, Capt. James Deshon and Capt. Samuel B. Hempstead; also, Captains Peter Latimer, John Manwarring, Oliver Barker, Thomas Crandall, William Briggs, William Packwood, William Leeds, James Rogers, Edward Merrill, Charles Hazard, Benjamin Richards. "It is probable," says this reliable historian, "that no port in the Union, leaving out of view the fishing ports on the eastern coast, has buried so large a portion of its population in the sea."

That terrible and fatal epidemic, the yellow fever, that swept through many of our most populous cities with such fatal malignity in the autumn of 1798, is still in the recollection of very few of our most aged citizens. Its ravages were not general throughout the town, but more particularly confined to a district about two hundred rods in extent from north to south, taking the market as a centre. The northern portion of Bank street suffered the most severely. From the market to Golden street, a distance of about one hundred rods, Mr. Holt, the editor of the *Bee* newspaper, printed at that time, states, that except the few persons that fled at the first alarm, but two persons over twelve years of age, of the regular inhabitants, escaped the infection. The first case of the disease occurred in August. By the middle of October it began to abate, and by the end of the month entirely disappeared. Nearly four hundred cases occurred, more than ninety of which proved fatal.

The ravages of the pestilence was at last arrested by the flight of the inhabitants. The place was almost depopulated; and the adjoining towns were thrown into a state of alarm and consternation lest the fugitives that found shelter under their

roofs, should spread the infection through their families. For a few weeks silence and solitude reigned in the deserted streets. Shops were closed, the hum of industry ceased, vessels hovered far away from the harbor, countrymen avoided the place. Even the "mourners ceased to go about the streets," and the funeral rites were performed only by the sexton and his assistants. To those who remained in their houses, taking care of the sick, it was a sad spectacle to see the frequent hearse bearing away its burden from the door.

Yet there were cheering circumstances in the midst of this general dismay. Humanity was active, charity was open hearted, benevolence was untiring and self forgetful. The noble members of the health committee never shrank from their duties, but spent their whole time in going from house to house to relieve and assist the sick and necessitous. Dr. S. H. P. Lee, the principal physician of the city, visited and supplied with medicine from thirty to fifty patients daily, and only omitted these services when he had himself a severe but short struggle with the disease, when the gratuitous aid of one or two country physicians in part supplied his place.

It was a dreadful scourge for the city, almost entirely suspending its business during the remainder of the year. Since that period with the exception of a few cases in 1803, this epidemic has been unknown in the place.

To recall the names of the large number of the former leading residents and citizens of New London, would be a pleasant and interesting task. Of those who have distinguished themselves for their enterprise, energy, patriotism, intelligence and many virtues, a long and honorable record might be made did our short sketch allow. A heavy volume could not contain even a brief biographical sketch of each of the large number who have signalized themselves by their noble efforts and heroic deeds. The founders of the town and its early pioneers, were mostly men of distinction and of more than ordinary intelligence. And during the war of the Revolution, New London produced men second to none in the colonies in patriotism and valor, and none who contributed more to the achievement of American independence.[1] Were it possible to

1 See previous notices.

present to the public a full list of their distinguished names, it would be a deeply interesting record, but we can only refer to but few, leaving others equally worthy and estimable to be cherished in the memories of their descendents.

Of the more prominent of the men of distinction of New London, the name of John Winthrop the younger, its founder and patron, deservedly stands at the head of the list. He was the son of John Winthrop, of England, an emigrant from that country, and the first governor of Massachusetts, himself born in England in 1605, educated at Cambridge University, and one of the first scholars of his time. He was distinguished in England as one of the founders of the Royal Society of London, and a highly honored member of that institution. He came to Boston in 1635, with authority to take the Connecticut settlement, and as before stated, directed the erection of a fort at Saybrook,[1] and afterwards proceeded with energy and success in founding and encouraging the settlement of the original pioneers in the enterprise. He was chosen governor of Connecticut in 1657, re-elected in 1659, and from that period annually re-elected until his death. In 1662, he went to England for the purpose of obtaining a charter for the colony, was introduced by Lord Say to many influential courtiers of Charles II, and was successful in obtaining a valuable colonial charter from that monarch. His prudent and conciliating measures while governor, were successful in the consolidation of the New Haven and Connecticut colonies under one government, and also in negotiating the difficulties that had arisen between the Dutch and English settlements, and establishing harmony and concord in their councils.

He was a man of energy, influence, dignity and learning, and of great suavity of manners. In natural philosophy he was well skilled, and was equally eminent as a good man. His excellent moral qualities, urbanity and noble patriotic virtues, combined in gaining him universal respect. He died while on a visit to Boston, April 5th, 1676, in the 71st year of his age.

The Saltonstall family were noteworthy as among the origi-

1 See Gardener's "Pequot Wars," previously referred to

nal settlers of the town. In 1687, Rev. Gurdon Saltonstall by a committee of seven, of whom John Winthrop was chairman, appointed by the town, secured his services to preach during the winter, and in May, 1688, the inhabitants passed a unanimous vote of acceptance of his ministry, and in 1691, he was duly ordained as minister of the gospel, and purchased a lot and erected a house on "Town Hill," where he with his family resided.[1] In 1708, he was chosen governor of the Commonwealth, and was quite popular with the people.[2] He died suddenly in 1724, and a marble tablet marks his family tomb, where his remains were deposited.[3]

General Gurdon Saltonstall, his son,[4] previous to 1777, was promoted to a Brigadier generalship, and with nine regiments of militia from Connecticut, was directed to occupy a post in Westchester county, New York. Of his three sons the eldest, Winthrop, held the office of register of the Court of Admiralty. Dudley was first captain and afterwards commodore in the United States navy; and the youngest son, Gilbert served as captain of marines on board the ship *Trumbull*.

The Saltonstall family was signally thinned by deaths in the West Indies. Capt. Gurdon Saltonstall, (son of Winthrop) and Thomas B. Saltonstall, died in June, 1795. Capt. Dudley Saltonstall, who in the Continental service had attained the rank of commodore, as before stated, died the following year. Dr Winthrop Saltonstall, another of the family, died on the Island of Trinidad, in 1802.[5]

The Chapman family distinguished themselves by their heroism and patriotic spirit. The father, James Chapman, lived in a secluded part of the town, now "Rockdale," then almost a thick wilderness. He led a quiet farmers life in his

1 On the spot now occupied by Judge J. P. C. Mather.—*Miss Caulkins.*

2 The Rev. Gurdon Saltonstall, Gov. Winthrop's minister in the church at New London, was his intimate friend and constant adviser, the main stay and support of his administration, and his successor in the office of governor. Mr. Saltonstall's influence in the church and with the ministers, was almost unbounded, and his commanding talents and intimate acquaintance with public affairs, soon gave him such a position in the colony as to justify the application of *all* the titles and honors accorded him.—*Historical Magazine.*

3 In the old city burial ground.

4 From the best information that can be obtained.

5 Miss Caulkins History, pp. 581

retired one story cottage, and scarcely ever left his humble domicil except on the sabbath with his family, for the "meeting house on the hill," before alluded to.[1] Five daughters and five sons were reared in this secluded home. Of the latter, the eldest, James enlisted as a soldier in that hard service upon the Canadian frontier, which has been popularly called *the old French wars.* In how many campaigns he served is not known. The war lasted ten years, from 1753 to 1763, and was terminated by the surrender of all the French American provinces to the British crown. Hostilities with the Indians, however, continued for some time longer, and we find James Chapman Jr., recorded as first lieutenant of a company ordered to the frontier in 1764.

After the campaign he returned to the pursuits of peaceful life and served for several years as one of the town constables, and when the Revolutionary war commenced, he was one of the first to enlist in the army. He received a Captain's commission (April, 1775,) in a regiment commanded by Col. Parsons. This was one of six regiments raised at that time, being the first enlistment of troops in Connecticut for the cause of liberty.

Capt. Chapman and his company took part in the battle of Bunker Hill, and the subsequent seige of Boston. The next year he was promoted to the rank of Major in the regiment of Col. Selden, of Connecticut, and stationed in New York.—Here his gallant course was soon terminated and all the brilliant prospect of future life quenched in darkness.

The British assembled a large force to attack New York and the American Army being too weak to retain possession, was ordered to evacuate the city. The retreat was disorderly, and in a skirmish that took place in the fields of Harlem, between an advanced party of the enemy,[2] and a few Americans, whom Major Chapman was endeavoring to collect and bring into line with the main body, the Major was slain. After the Brit-

1 In announcing his death, which took place Sept 25th, 1781, at the age of 76, the *Gazette* of that date added this record. "He never went out of the town but once in his life, and then he was summoned to Norwich as an evidence in court."

2 Historically known as the *orchard fight.*

ish retired, his companions returned to the place, and finding him quite dead, he was buried on the spot. His youngest son, James, a youth under fifteen years of age, was with him in the army. He saw his father fall, and assisted in his interment.

Richard, his second son, at the commencement of the Revolutionary war enlisted as a soldier, and during the whole contest held himself in readiness for service, performing military duty either with the army in the field, or in keeping guard upon the coast, or in garrison and at work upon the fortifications of the town.

The first rude battery and intrenchment upon Fort Neck, or *Mamacock*, honored with the name of Fort Trumbull, was principally built by relays of citizens and fresh recruits from the back country. Of this fort in the latter part of the war, Capt. Adam Shapley had the command, and Richard Chapman was the lieutenant. When Arnold invaded the place, on the 6th of Sept. 1781, the fort being wholly indefensible on the land side, was evacuated, and the garrison crossed the river. Those that escaped the shots of the enemy, threw themselves into Fort Griswold. Capt. Shapley and Lieut. Chapman both fell in the attack upon the fort, but were not among the victims of the barbarous massacre that followed the surrender.[1]

John, the third son, went early to sea, and commanded a trading vessel almost as soon as he attained his majority.—During the Revolutionary war he was active in cruising against the enemy, being continually in privateers or in the public armed vessels of the state.

Capt. Chapman was promoted to the first lieutenancy of the ship Putnam of twenty guns, and was engaged in the unfortunate expedition against Penobscot. The Putnam was run ashore to prevent her from falling into the hands of the enemy, but the crew escaped to the woods, and made their way home.

1 A plain and simple grave stone in the old burial ground bears the following inscription: In Memory of Lieut. Richard Chapman, who was killed at Fort Griswold, Sept. 6th, 1781, in the 45th year of his age.

How suddenly death's arrows fly!
They strike us, and they pass not by,
But hurl us to the grave.

After the war Capt. Chapman resumed the business of trading at sea, and made two or three voyages to Ireland. On returning from the last he was unfortunately drowned near the mouth of the river, within sight of home, Jan 27, 1788.

Edward, the fourth son of James Chapman, enlisted with his older brother to serve on the frontier against the French, and was slain in battle before he had attained his twentieth year.

Joseph, the youngest of the five brothers, was born in the year 1747. Like his brother John, he went early to sea and became an experienced navigator. In the Revolutionary army he held the rank of Captain, was taken prisoner in 1776, and suffered all the horrors and privations of imprisonment in the noted sugar-house at New York.

Miss Caulkins remarks, "could the life of Capt. Joseph Chapman be faithfully written, it would furnish a narrative of varied and thrilling interest. The exciting details of adventure by sea and land might be enhanced by contrast with vivid scenes of domestic enjoyment. He had a charming family. His daughters were remarkable for beauty, spirit and elegance; his sons for talent and cultivated taste. One of his sons was a distinguished editor, and another, Edward Chapman, was the author of a well known popular song, beginning,—'Columbia's shores are wild and wide.'"

The Hempstead families also occupy a prominent place in the history of the town. Robert Hempstead was one of the first settlers, and probably came with Winthrop in 1645. Tradition makes him a knight, but his claim to knighthood is very problematical. He seems, however, to have been a person of note in the town. In 1648 he was chosen one of the "townsmen" (an office similar to that of selectman of the present time,) to manage its affairs, to which office he was afterwards re-elected. His death occurred in 1655. Joshua Hempstead, his only son also held some important trusts.—Joshua 2d, a grandson, was born in 1678, was the author of the "Hempstead Diary" so frequently quoted by Miss Caulkins in her valuable history. Referring to him, she remarks, "He took an active part in the affairs of the town for a period of fifty years, reckoning from 1708. He generally held three

or four town offices; was justice of the peace, judge of probate, executor of various wills, overseer to widows, guardian to orphans, member of all committees, every body's helper and adviser and cousin to half of the community. Of the Winthrop family he was a friend and confidential agent, managing their business concerns whenever the head of the family was absent."

Previous reference has been made to Lieut. Stephen Hempstead as one of the officers of the little fort on the parade.—He was one of the crew of eight brave men detached by Commodore Tupper, manning one of the two fire vessels sent up the North river to burn the British frigate Phenix. There, amid the roar of cannon, the rattling of the fire arms of the marines, and the shot and balls of repeated broadsides of the enemies shipping, they heroically grappled their little craft to the frigate, lighted the powder train which was to have consumed both vessels, and escaped in their little shallop without the slightest injury. It was truly a miraculous deliverance, and Mr. Hempstead in his narrative of the event, written in 1830, remarks, that they were indebted to the providence of God for their hair breadth escape from death. Although the undertaking was not fully successful, the frigate by the desperate efforts of the crew, having been released from the fire vessel's grapplings with but little injury, (her tenders only having been consumed.) On the return of the plucky little band of adventurers to New York, Mr. Hempstead and his brave associates were invited to General Washington's head quarters, and received his personal thanks with an order on the paymaster for forty dollars each, for their daring exploit.—There were others from New London who participated in the danger and the credit of this brilliant expedition, among whom were Thomas U. Fosdic, Captain of the fire sloop, and Capt. Thomas Harris, both of whom are named by Mr. Hempstead in his narrative.

Stephen Hempstead was also one of the brave defenders of Fort Griswold on the memorable 6th of September, 1781. In that desperate fight he was sorely wounded and left for dead. After the battle he was found by his friends in an insensible condition, his left arm shattered, broken in three places, three

ribs broken and a bayonet wound in his side. Notwithstanding these terrible wounds he survived, and after twelve months confinement, with careful attention, recovered, rendered homeless however by the burning of his house, in common with a large portion of the town, by the hand of the enemy.

Mr. Hempstead was a sergeant in Capt. Nathan Hale's company, and was chosen by him to attend him on the perilous adventure that cost him his life. He accompanied Hale from Norwalk to Huntington, on Long Island, and on board the galley which conveyed them across the sound, received from him, on his assuming the disguise of a country schoolmaster, his uniform and commission. After landing his heroic captain, Mr. Hempstead returned to the American camp on Harlem Heights, soon afterwards to learn the sad fate of that noble officer.

In after years Mr. Hempstead removed to St. Louis, where he lived to a venerable old age, universally respected, and died generally lamented.

Edward Hempstead, his son, struggling under adverse circumstances, received a classical education and studied law, practising first in Middlesex County, Conn., and afterwards in Newport, R. I. In 1803 Louisiana was purchased from France. Young Hempstead not yet twenty-five years of age, immediately proceeded to Vincennes, became acquainted with Gov. W. H. Harrison, who appreciating his merits, conferred on him an important office in the newly acquired territory. This, however, he soon after resigned and established himself at St. Louis in his profession of the law. His ability and talents were so highly appreciated by the successive governors, Lewis, Howard and Clark, that he received important appointments from each, and among others that of Attorney General for upper Louisiana, from 1811–14. He was the first delegate to Congress from the western side of the Mississippi. His death which occurred the 12th of August 1817, was sincerely lamented by all who knew him, and Hon. Thomas H. Benton pronounced an eloquent eulogy on his life and character.

Nathaniel Shaw Jr., was a gentleman of note and one of the leading citizens of New London. He was the son of Na-

thaniel Shaw, an enterprising shipmaster of the place,[1] and a man of wealth, energy and liberality, warmly devoted to the interests of the town, and largely engaged in mercantile business. The first fire engine ever owned by the town was purchased at Philadelphia by Mr. Shaw, and presented by him to the authorities. In 1767 Mr. Shaw was one of a committee of fifteen of the citizens to whom was referred the famous resolutions forwarded by the selectmen of Boston, condemning and relinquishing certain enumerated articles of European merchandise, all of which were warmly seconded by the committee and generally adopted by the inhabitants of the town. In 1770 he was appointed one of the four delegates to the grand convention of the colony held at New Haven, and in the month of June, 1774, when the English Parliament issued its edict, shutting up the port of Boston appeared, Mr. Shaw was chosen one of the committee of five, as a committee of correspondence.

Mr. Shaw was a patriot in every respect, and performed very important services to the country during the war of the Revolution, especially in the naval department. "His judgment in that department," says Miss Caulkins, "was esteemed paramount to all others in the colony." He also acted as a general agent or friend of the country during that entire trying period of its history. His death occurred in 1782.

General Henry Burbeck,[2] who had been a captain of artillery in the Revolutionary war, came to New London from Newport in June, 1812, and assumed the military command of the district which had been transferred from the state to the

1 Capt. Nathaniel Shaw, in 1734 purchased the site of the pleasantly situated "Shaw house," now owned and occupied by the family of the late Dr. N. S. Perkins, one of his descendents. Capt. Shaw prepared the site by blasting away a rough ledge of rocks, and from the material thus obtained erected his fine mansion. (Vide Miss Caulkin's history, page 286.)

2 Henry Burbeck was born in Boston on the 8th of June, 1754. He was a soldier of the Revolution in 1787, under the confederation, he was commissioned a captain. He was appointed captain of artillery in 1789. He was raised to Lieut. Col. of artillery and engineers in 1798, and to Colonel in 1802. During his service in New London, in September, 1813, he was brevetted Brigadier General, and held that commission until the close of the war. Then, after thirty-eight years of military service, he retired from the army, and took up his abode in New London. He died there on the 2d of October, 1818, at the great age of ninety-four years.--*Lossing.*

government. The whole force of the militia of the state were by orders of the secretary of war dismissed from service and the town, in a time of great necessity, not less than seven formidable vessels of the enemy holding the place in a state of strict blockade, and exposed to the attacks of the depredatory maranding forces of the enemys ships, without a single soldier on duty. Under circumstances so critical, General Burbeck, on his own responsibility applied to the governor for a temporary force, who authorized the calling out a body of the militia as the exigency of the case might require.[1] During his services at New London, he was brevetted a brigadier general, and held that commission until the close of the war, when he retired from the army, after spending thirty-eight years in the service. He was a leading member of the Massachusetts society of Cincinnati, and the president of the society at the time of his death, which took place in October, 1848, at the ripe age of ninety-four years. An appropriate granite obelisk at Cedar Grove Cemetery marks his quiet resting place, and his estimable family are still the respected residents of the city, occupying the stately old family mansion on Main street.

Commodore George W. Rogers, was also a gallant officer of the navy. He was a veteran officer, having been a midshipman in 1804, and a lieutenant in active service in 1812, master commandant in 1816, and captain in 1825.[2] He died in the service of his country, at Buenos Ayres, in South America, on the 21st of May, 1832, at the age of forty-six years. By order of the navy department, his remains were brought home in the ship *Lexington*, in 1850, and conveyed to New London in charge of Commodore Kearney, and re-interred in Cedar Grove Cemetery, with great civic and military ceremony, in which the governor of the state and his suite joined. His monument, a plain obelisk of free stone marks the place of his burial.

General Jedediah Huntington's name should not be omitted from the list of noted individuals of the town. At the first

1 Miss Caulkins' History, pp. 681.

2 One of his sons, (Lieut. Alexander P. Rogers) was killed at the battle of Chapultepec in Mexico, in September, 1847.—*Lossing*

outbreak of hostilities in 1775, he raised and took command of one of the six Connecticut regiments, and served during the whole war. In 1777, he received the rank of Brigadier general. He was a brave and faithful officer, and for some time during the war was attached to the family and person of General Washington as one of his aids, and was regarded by him as a tried and valued friend. He was the first collector of the port of New London under the federal government, appointed to that office by Congress in 1789. This office he resigned in 1815. His residence, built under his own personal supervision, was copied substantially from that of General Washington, at Mount Vernon, and is still a fine, substantial brick structure, pleasantly located on a commanding elevation on Broad and Huntington streets, and is now occupied by the family of the late Rev. Joseph Hurlbut, the present owners of the property. General Huntington died in 1818, in the 76th year of his age, having survived every general officer of the revolution except General Stark, the hero of Bennington.

Calvin Goddard was one of the delegates appointed to meet in convention at Hartford, "to deliberate upon the dangers to which the states in the eastern section of the Union are exposed by the course of the war." He was a native of Massachusetts, but studied and practiced law in Connecticut, and became a distinguished citizen of that state. He arose to great eminence in his profession, and was in Congress four years. He was repeatedly elected a member of the general assembly, and was appointed a judge of the Supreme Court of the state.[1]

Col. John Livingston was a man of note and early celebrity in New London. An officer from New York, he accompanied General Winthrop in the unsuccessful expedition against Canada in 1690. With Winthrop he entered into the service of the Connecticut colony, and dwelt at first in Hartford. He afterwards married the only daughter of Winthrop, and ever after resided in New London or what then was a part of the town, on the Mohegan lands a few miles north of the city.[2]

1 Lossing.

2 New London, 9th Aug., 1704. On Thursday last, marched from hence, Capt. John Livingston, with a brave company of volunteers, English and Indians, to reinforce the frontiers.—*The New London Gazette of Aug.*, 1704.

He was subsequently promoted to the rank of Lieut. Colonel, and took an active part in various expeditions against the French and Indians. In the concerns of the Mohegan Indians he manifested a deep interest, was a personal friend of the Sachem, and speculated largely in their lands. He had a farm upon saw-mill brook, which was a part of the paternal inheritance of his wife, where he erected a saw mill and a fulling-mill. Large farms also, at Massapeag and Pawmechaug, were at different periods in his possession, or passed through his hands. In 1710, he was one of the four purchasers of the whole Mohegan territory, reserving only the rights of the Indians.

His wife, Mrs. Mary Livingston, died at the farm upon saw-mill brook, about six miles from town, on the 8th of January, 1713. He married for his second wife, Elizabeth, the only child of Mrs. Sarah Knight. In November, 1718, he went to England upon some business, and while there was taken ill and died. He left a will, which was authenticated in the Prerogative Court of Canterbury, Great Britain,—dated Feb. 17, 1719–20. The executors named were his wife, Elizabeth Livingston, of New London, Conn., and James Douglass, of London, G. B.[1]

Capt. John Deshon, one of the old sea captains of New London, a veteran in the West India trade, merits an honorable record among the patriots of the revolutionary war.

His father, Daniel Deshon, is supposed to have been the son of one of those thirty Huguenots that emigrated from France with their families, in 1686, the year after the revocation of the edict of Nantes, and settled in Oxford, Mass. The settlement was subsequently broken up by an invasion of the Indians, and the emigrants dispersed into other parts of New England. Rene Grignon, a man of some note among them, fixed his residence in Norwich, and there died, in the year 1715. Daniel Deshon was at that time a youth in his family, and one of the legatees mentioned in his will. At a later

1 A table-stone erected to her memory in the old burial ground, has the following inscription: "Inter'd under this stone is the body of Mdm Elizabeth Livingstone, relict of Col John Livingstone of New London, who departed this life March 15th A. D. 1735 6 in the 48th year of her age

period Deshon settled in New London, where he married, Oct. 4, 1724, Ruth, daughter of Christopher Christophers. They had a family of seven children, viz: one daugher, Grace, who married Joseph Chew, and six sons, of whom, Capt. John Deshon, the principal subject of this article, was the second.

He was born 25th Dec., 1727. He went early to sea, and followed that course of life for twenty-five or thirty years; was successful in his adventures, and relinquishing the actual command of a vessel, was engaged in mercantile pursuits when the revolutionary war took place. In the commencement of the struggle he was appointed to serve on various committees of the colony for furnishing naval supplies, and during the whole contest was consulted and employed in the maritime affairs of this district. If a vessel was to be sent out secretly, either to obtain salt, or to purchase a supply of lead, sulphur or flints; or some species of craft was to be armed hastily and dispatched on a special cruise, Capt. Deshon was one of the persons relied on to expedite and manage the business. His special office appears to have been that of Commissary to the forts and state vessels. This he held by appointment of the Connecticut authorities. The Provincial Congress also appointed him a member of the naval board of the eastern department. The residence of Capt. Deshon in Main street was subsequently known as the Wheat house. It stood on the spot now occupied by the tasteful mansion of Mr. Sidney Miner, and was reputed to have been one of the first dwelling houses, regularly framed and glazed, that was erected in the town. The timber of the frame was cut from the ground where it stood; the chimney was constructed of brick imported from Holland, and the original windows were formed of small diamond-shaped panes, set in lead. It was taken down in 1851, having stood upwards of one hundred and seventy years. In the rear of this house, Capt. Deshon had a rope-walk, running to Huntington street, which had not then been opened. This street was surveyed and laid out in 1784, and the first house erected was that of Capt. Giles Mumford, who purchased the lot of Capt. Deshon in 1785. It was the first house of three stories in height, that had ever been erected in New London.[1]

1 Communicated to the writer by Miss Caulkins.

Capt. Deshon's wife was Sarah, daughter of Benjamin Starr. They both died in June, 1792, within eighteen days of each other. They were interred in the second burial ground, but their remains have been removed to Cedar Grove Cemetery.

Capt. John Deshon, a nephew of the above, like him went early to sea, traversed the ocean in various directions, and trafficked in many ports. He in 1798 was entrusted with the command of a ship, and sailed from New London as mate of the armed merchant ship *Criterion*—armed to resist any aggression that might be met with from the French, who were then annoying our commerce. The master having died on the voyage, he returned from Bilboa in command of the vessel. Subsequently he made some thirty or forty voyages to Europe and the West Indies, and died but a few years since, ripe in years and the affections of the people.

In looking minutely into our local history, it is astonishing to see how many of our people have acquired the title of Captain. Some indeed have acquired it by station in the militia, but in far the greater number of instances it denotes the masters of sloops, packets, schooners and larger vessels, men who from childhood have lived much at sea, and risen to their rank by skill in breasting the mountain wave.

Many other individuals and families of note and distinction might be added, did our limited sketch permit. The names of Brewster,[1] Witherell, Law, Ledyard, Hallam, Fosdick and many others are well worthy of honorable mention, but these we must dismiss with a mere passing notice, or an occasional reference in connection with subsequent history.

To the early ministers of New London it is not unfitting or improper to devote a short space in our brief record. The first was the Rev. Richard Blinman, who had been curate of a parish in Chepstow, Monmouthshire, England, but was ejected from his living, under the despotic primacy of Archbishop Laud, for non-conformity to certain ceremonies of the estab-

1 Jonathan Brewster came over from England in the *Fortune*, in 1621. His wife who was a member of the family of Elder William Brewster, her father-in-law, preceded him with one child, William, in the *May Flower* in 1620. They settled first in Duxbury, Mass., and subsequently removed to New London. Their son, William, was in the Narragansett war in 1645. Hannah, a daughter, married Samuel Starr in 1661.—*Miss Caulkins.*

lished church. For the purpose of obtaining the free exercise of his mini try, he emigrated to this country in 1640, and was accompanied by several members of his church with their families. His residence for a short time was at Marshfield, near Plymouth, from whence he moved to Gloucester, and after a ministry of eight years in that place, he came by invitation to New London.

His arrival here in November, 1650, gave a fresh start to the settlement. Without a church or religious leader, the enterprise had languished and could scarcely be regarded as a plantation. But now the roll of inhabitants suddenly increased. The voice of worship was heard in the widerness, and hope and energy revived at the joyful sound.

It was Mr. Blinman who preached in the barn meeting-house that stood on the hill, and to which the people were assembled at the sound of the drum. It was during his ministry, too, and on the same conspicuous height, that the first regular meeting house was erected. From the gallery windows the eye commanded a fine expanse of country, and could mark every sail that went up or down the sound. Mr. Blinman's house lot was also on the hill, upon the north side of what is now Granite street. He had another lot in the lower part of the town near the cove, where Blinman street perpetuates his name.

Mr. Blinman's ministerial connection with the town was discontinued in 1658. He remained a few months longer, here and in New Haven, engaged in settling his affairs, and then, after a residence in New England of nearly twenty years, he returned to his native land. According to Trumbull, "he lived to a good old age; and at the city of Bristol, happily concluded a life spent in doing good."

Rev. Gershom Bulkley came to New London in 1660, was about twenty-five years of age, and had all the advantages resulting from a reputation for scholarship and from family distinction to recommend him to favor. He was a native born American, and had graduated at Harvard College at a very early age. His father, the Rev. Peter Bulkley, then recently deceased, had left behind him a high reputation for learning

and piety, and his mother the daughter of Sir Richard Chitwood was distinguished for her worth, no less than her rank. He had himself married the daughter of the Rev. Charles Chauncy, the second president of Harvard College, and stood high as a student in the departments of Chemistry, Medicine and Theology.

After a trial of a few months, he was accepted by the town for their minister. He immediately brought on his young wife from Concord, and established himself as a householder in a dwelling just beyond the town mill, on the east side of the road to Norwich.

He remained in town six or seven years, but performed the functions of a minister less than five. He was afterwards ordained at Wethersfield, Oct. 27, 1669, and the next May he assisted in ordaining his successor at New London. His ministry at Wethersfield was, however, of brief duration. Owing to a weakness of his vocal organs, his pulpit services were never so effective as might otherwise have been expected from his piety and scholastic attainments. It was this infirmity, perhaps, which first led him to the study of medicine, and made him less eminent as a preacher than as a surgeon and medical practitioner. It is certain, at least, that he soon relinquished the pulpit and devoted himself to the healing art.

During the bloody war with King Philip, he was commissioned by the council of war, as surgeon of the Connecticut troops, and accompanied the army in its various expeditions against the Narragansetts, and into the northern wilderness, acquiring the reputation of a skilful surgeon and a wise councilor, with some credit also as a brave campaigner. At one time, while out with a skirmishing party near Watchuset mountain, he was wounded, though not severely, in a personal conflict with the enemy.

During the remainder of his life he practiced as a physician, first in Wethersfield, and afterward in Glastonbury, filling at the same time various important public offices. He died Dec. 2, 1713, aged seventy eight, and was interred with his wife at Wethersfield, where a tablet of red sandstone distinguishes his grave.[1]

1 The inscription speaks of him as an accomplished Hugnist and gives him credit for

Rev. Simon Bradstreet, of New London was the son of Gov. Simon Bradstreet, of Mass. His mother is honorably distinguished as the earliest of our New England poets. A volume of poems published by her, before the year 1650, is the first book of poetry ever written and printed in America.—Her son Simon was born at Ipswich, Sept 28, 1640, and graduated at Harvard College, 1663. A private record kept by himself, which has been recently printed, gives the precise time of his arrival and settlement in New London.

"May 1, 1666. I came to New London at the desire of the people and advice of my friends, in order to a settlement in the work of the ministry.

Oct. 5, 1670. I was ordained by Mr. Bulkley and Mr. Haynes, and established pastor of the chh. of Christ, at New London. The good Lord grant I may so preach and so live, that I may save myself and those who hear me."

This was the first ordination in New London. Mr. Bradstreet's church, which appears to have been organized at the same time, consisted of twenty four members, but increased during his pastorate to seventy. The two deacons were Wm. Douglass and William Hough.

Mr. Bradstreet was married at Newbury, Oct. 2, 1667, to Lucy, daughter of Rev. John Woodbridge. He brought her to New London in 1668, and after the death of Mrs. Grace Bulkley, purchased her house on the hill—"hard below the meeting house that now is"—and made it his parsonage.

Mr. Bradstreet died in 1683. His widow married Daniel Eppes, of Salem. His son Simon, born at New London, March 7, 1670–1, and afterwards minister of Charlestown, Mass., was a man of much learning, that it was said of him, he could *whistle Greek*. This second Rev. Simon had also a son Simon, afterwards minister of Marblehead, which makes three

eminence, not only in two of the learned professions, but in all three:—

"Who was of rare abilities,
Extraordinary industry,
Excellent in learning,
Master of many languages,
Exquisite in his skill in
Divinity, Physic and Law,
And of a most exemplary Christian life."

Reverend Simon Bradstreets, of three successive generations, descendants of Governor Simon Bradstreet, who was himself the son of a puritan minister in England of the same name. A dynasty almost as long as that of the Pharaohs.[1]

The Rev. Gurdon Saltonstall, the fourth minister of New London, is more frequently mentioned as a statesman than a clergyman. His life presents us with a remarkable transition from the pulpit to the chair of state. From being the shepherd of a single flock, he becomes the governor of a colony and drops the title of Reverend for that of His Excellency.

He was the son of Col. Nathaniel Saltonstall, and the great-grandson of Sir Richard Saltonstall, one of the original purchasers of Massachusetts Bay, and also one of the Patentees of Connecticut. He was born at Haverhill, Mass., May 27, 1666, and received the name of *Gurdon* in remembrance of his grandmother, whose maiden name was Meriel Gurdon. After graduating at Harvard College in 1684, and studying for the ministry, he came to New London as a candidate for the pulpit in 1687, and was ordained Nov. 19, 1691. At Cambridge he had been a distinguished scholar, and he soon acquired the reputation of an eloquent preacher and a discriminating theologion. He was noted also for a sound judgment in cases of law and jurisprudence, and in general for a penetrating mind, and great fluency of expression.

Altogether he was a remarkable man; a rigid disiplinarian in church affairs; very tenacious of his opinions; very dignified in his bearing, but courteous in speech, lively in imagination and with noble and engaging manners. His appearance in the pulpit was wonderfully imposing and majestic; the audience seemed chained to his lips and the eloquence of his eye was said to be no less impressive than that of his tongue. His fame spread rapidly, and it was considered a great privilege to spend a Sabbath in New London and hear Mr. Saltonstall preach.

On the death of Fitz John Winthrop in November, 1707, an extra session of the Legislature was convened, and Mr. Saltonstall was chosen governor of the colony to serve until the

1 Miss Caulkins, in communication with the writer.

next annual election. It was an unprecedented circumstance that the pastor of a church should be thus publicly summoned to relinquish the sacred office and attend to secular affairs, and a committee of eight persons, four of them assistants, with three deputies and the speaker of the house, were sent to New London, to solicit his acceptance of the appointment, and break the force of all objections that might be urged against it.

This deputation arrived at New London during the last week of December. A conference was first held with Mr. Saltonstall; then the church and the town convened and discussed the matter in their respective assemblies, and at length, with much expressed reluctance on all sides, the consent of the three parties was obtained, and the assistants, according to their instructions, administered to the governor elect, the oath of office. This ceremony was performed on New Year's day, 1708, and without doubt in the meeting house on the hill, where Mr. Saltonstall had preached, and in the presence of the assembled town's people.

It was at that time a law of the colony that the governor should always be chosen out of a list of magistrates nominated by the freemen at the preceding election. This law was repealed by the general assembly, in order to allow the people to vote for Mr. Saltonstall. He was accordingly chosen to office by the general voice of the freemen at the election in May, 1708.

The cotemporaries of Governor Saltonstall lavished the most extravagant encomiums upon his character and attainments. Great as were his merits it is scarcely conceivable that he was deserving of all the praise bestowed upon him. He was eulogized as a person "peculiarly formed for the benefit and delight of mankind."

Governor Saltonstall was three times married and had ten children, five by the first and five by the second marriage.

His first wife was Jerusha Richards of Hartford, who died at Boston in 1697. The second was Elizabeth Rosewell, of Branford, Conn. This lady died at New London, Sept. 12, 1710. He afterward married the widow of William Clark, of Boston.

When only fifty-eight years of age, in the full possession of his mental and executive faculties, and at the height of reputation and honor, Gov. Saltonstall, by a sudden and unexpected stroke of apoplexy was removed to another world. The blow vibrated through the colony, and a great assemblage of people gathered at his funeral. He was interred with a solemn religious service and imposing military ceremonies in a tomb which he had prepared in the burial ground after the death of his second wife. Many of the descendants have since been laid in the same receptacle.[1]

The high encomiums pronounced upon Governor Saltonstall render it a matter of deep regret that none of his sermons have been preserved; or, if preserved, that they have not been given to the public. It is most probable that there are none extant. The house of the governor in New London, afterwards occupied by one of his sons, was destroyed in the general conflagration of the town by the enemy, during the revolutionary war, and it is possible that the manuscripts published by him perished at that time.

Rev. Eliphalet Adams, the successor of Governor Saltonstall in the ministry at New London, was a native of Dedham, Mass., and the son of the Rev. William Adams, an early minister of that place. He graduated at Harvard College in 1694, and began to preach in 1696.

His ministry in New London was of nearly forty years duration. It was an exciting period in the history of the town, and local complexities gave him much disturbance. The Baptists in his time founded their first church in New London (in that part of the town which is now Waterford,) and an Episcopal society was formed out of his congregation in connection with some English residents, in the year 1725. During all these commotions Mr. Adams remained faithful to his trust. His course was dignified, but progressive; showing a well balanced mind, and great stability of character. In five months of the year 1741, from May to September inclusive, he

1 The table stone upon the sumit, has a hatchment of the family arms—two eagles with wings displayed, and the crest, a pelican wounding her own breast. Underneath is this Inscription: Here lyeth the body of the Honourable Gurdon Saltonstall Esquire Governour of Connecticut who died September the 20th in the 59th year of his age. 1724

records the accession of eighty members to his church; a fact which shows life, earnestness and activity, on the part of both ministers and people.

But the energies of Mr. Adams were not wholly confined within his own congregation. He was for many years a trustee of Yale College and actively engaged in its interests. In 1724 the rectorship of that institution was tendered to his acceptance. The situation was one for which he was eminently qualified by native talents, agreeable vivacity of disposition, great experience and studious cultivation. His scholarship was proverbial: one of his cotemporaries, himself a man of learning, styles him *the great Hebrician;* and he was celebrated for his tact and efficiency as a teacher. His house might have been styled a private college, for he generally had in his family several pupils pursuing an academic course, and others more mature, preparing for the ministry. When he received the call to the rectorship, the Rev. Mr. Woodbridge, of Hartford, and the Rev. Mr. Russel, of Branford, were appointed to wait upon him and urge his acceptance. They presented without doubt, many forcible reasons why he should make it a point of duty to attend to the summons, but Mr. Adams, while these gentlemen were still with him, had a town meeting called April 16, 1714, and laid the whole matter before the people, leaving the question of duty and propriety wholly with them, and declaring himself prepared to abide by their decision. They voted that they could not let him go, and he declined the appointment.

It should be observed that at this period the whole town formed but one ecclesiastical society, and Mr. Adams was the only minister having been settled townwise.

Another sphere of usefulness in which Mr. Adams was deeply interested, was the instruction and civilization of the natives in his vicinity. His former experience among the tribes of Massachusetts, gave him great advantages in addressing them. He knew how to gain their attention, and to win their hearts, and could adapt his teaching to the understanding and conscience of these unenlightened but acute barbarians. For several years he officiated as the regular missionary of the Pequots, Mohegans, and Niantieks, under the direc-

tion of the society for the propagation of the gospel among the Indians of New England. Schools were opened among them, and a few were gathered out of each tribe who gave evidence of being Christians, not only in name, but in heart and practice.

Mr. Adams married Dec. 15, 1709, Lydia, daughter of Alexander Pygan, an English trader who settled in New London, and there died in 1700. The house built by Mr. Pygan stood at the north end of Main street, nearly opposite the mill, where a single pine tree, the last of a group that stood near the house a few years since, indicated the spot. It stood on the road side near the site of the pleasant cottage of D. B. Middleton, Esq. The site was elevated, and a flight of stone steps, steep and narrow, led up to the front door. This place became the homestead of Mr. Adams, and was occupied by his descendants while the house remained extant.

Original portraits of Mr. Adams and his wife, well preserved in antique oval frames, are in the possession of Rev. R. A. Hallam, Rector of St. James' Church, New London, who is a descendant in the fourth generation from Rev. Mr. Adams.

Mr. Adams died Oct. 4, 1753, in the 77th year of his age. His disease was a prevailing epidemic. Hempstead in his journal, observes: "He died easily, slowly and willingly,"—an impressive description of the disease of a peaceful, righteous man. Of the funeral he says, "Mr. Griswold and Mr. Johnson of Lyme were here, and they both with Col. Saltonstall, Mr. Graves [the Episcopal missionary] Deacon Green, and myself were pall-bearers."[1]

"The Society for propagating the Gospel in Foreign Parts," was the title of a Missionary Association formed in London,

1. A table of red sand-stone in the old burial ground, bears the following inscription:

Here lies the Remains of The Rev. Mr. Eliphalet Adams, who rested from his labours October 4th A. D. 1753, in the 77th year of his age.

Set not the Skies
Philander's Life so palm'd
His heart so pure
that for succeeding scenes
Have Palms to give
or, he'd had he been born
Heb. 7. 10.

under the auspices of the English Church, in 1698. This society sent out a number of agents or missionaries from year to year, and was instrumental in establishing churches of the Episcopal order in various parts of New England. It was required of a community desiring an Episcopal establishment, that they should "erect a church and prepare a parsonage and glebe," and then upon application to the society, a missionary would be duly sent and maintained among them. It was in this way that the Rev. Matthew Graves came to New London, in the year 1748. He was commissioned by the society to exercise the functions of an Episcopal clergyman in this place and its vicinity, receiving from them an annual gratuity of £50 or £60. He continued in the incumbency for about thirty years, but as he never married and his family consisted only of himself and a maiden sister, Miss Joanna Graves, his limited salary, with what presents he received from the people, appears to have sufficed for his simple housekeeping, and to have contented his ambition.

The house on Main street, (No. 38,) formerly occupied by the Rev. Dr. Hallam, was built by the society for the occupation of Mr. Graves. The site was a part of the large home lot of Mr. Samuel Edgecombe, who gave it to the society for a "glebe" in the year 1745. The house was built soon afterwards, and escaping the conflagration of Sept. 6, 1781, is now considerably more than a century old.

Mr. Graves in person, was short, ungainly, and awkward, with very moderate gifts as a preacher, but he possessed a kindly heart, liberal views and a genial temperament. He had a large acquaintance among the inhabitants and mingled socially with people of all denominations, being as often seen at the tea-drinkings of Congregationalists, as of churchmen.

At the ordination of the Rev. Mather Byles over the Congregational Church, Mr. Graves attended the various services connected with it, and though taking no part in the exercises, mingled cordially with the officiating clergymen at the ceremony. This was considered irregular by some of his clerical brethren, but seems not to have diminished his popularity among the people of his charge.

The Rev. Dr. Hallam says of him: "Mr. Graves was a truly good man and greatly beloved and respected. His gentle and inoffensive course conciliated the esteem of dissenters, and softened the edge of sectarian asperity. He was noted for cheerfulness, contentment and simplicity. His stipend was very small and his circumstances often straitened; but nothing could ever disturb his tranquility, or shake his confidence in God."[1]

At the commencement of the revolutionary contest, Mr. Graves having some warm patriots in his congregation, was requested to omit the prayer for the king and royal family, and substitute petitions in behalf of Congress, liberty and independence. This he refused to do, probably considering it inconsistent with his ordination vows. Whereupon, in conformity with the summary proceedings of the sons of liberty in that day, a crowd of bold spirits assembled at the church on Sunday morning, and as soon as the minister began to read the objectionable prayer, he was seized by two men, dragged from the pulpit and driven from the house in his surplice.[2] The church was then closed and it was not opened again for Episcopal service for several years. This was the last public exercise of Mr. Graves in New London. He remained in town, quiet, retired and unmolested, though without doubt jealously watched by the patriots, until August, 1779, when he was permitted to transfer his residence to New York, which was then in possession of the British. He officiated there for a few months as a chaplain, but was cut off by a sudden illness, April 5, 1780.

In the pulpit of St. James Church, Mr. Graves was both preceded and followed by a Seabury, father and son. His predecessor was Rev. Samuel Seabury, first a Congregational minister of Groton, Conn., but afterwards Episcopally ordained in London, and stationed as a missionary at New London from 1732 to 1743. He was then transferred to Hempstead, Long Island, where he continued during the remainder of his

1 See Hist. of Narragansett, pp. 263

2 He fled in his surplice to the house of a parishioner, who though a warm whig was a personal friend, and protected him from the violence of the mob.—*Rev. R. A. Hallam*

life. The successor of Mr. Graves after an interval of several years in which the pulpit remained vacant, was the Right Reverend Samuel Seabury, D. D., the first bishop of the Episcopal Church in North America. He was consecrated Bishop of Connecticut, Nov. 14, 1784, at Aberdeen, in Scotland, by three Bishops of the Scotch Episcopal Church. He had been previously invited to settle in the old pastorate of his father at New London, and on returning to this country came immediately hither and entered upon the duties of his office, uniting the pastorship of the church with the charge of the diocese. The old church edifice which stood on the parade, having been burnt at the time of the British invasion, a new one was built at the corner of Church and Main street,[1] which was dedicated by the Bishop, Sept. 29, 1787. In 1790 he was elected Bishop also of Rhode Island.

Dr. Seabury was a man of large frame and firmly built. His death which took place Feb. 25, 1796, was caused by apoplexy. He was interred in the second burial ground of New London, where a table stone erected to his memory is still extant, though the tomb is now but a cenotaph, the remains having been removed to the church.[2]

He was succeeded in the pastoral office at New London by his son, the Rev. Charles Seabury, who presided over the church for a period of eighteen years. He then accepted an invitation to become the pastor of a church at Setauket, Long Island. This third Seabury, of New London, was born at West Chester, N. Y., but the two former were natives of the neighboring town of Groton. The Rev. Samuel Seabury, father of the Bishop, was of strict puritan descent. His father was a deacon of the Congregational Church in Groton, and his mother was Elizabeth Alden of Duxbury, a descendant of John Alden and Priscilla Mullins, of May-Flower notoriety.

1 This building with its stately front, supported by massive doric columns is still standing; the bell and a portion of the tower having been removed, and the once honored sanctuary for religious service is now occupied as a *livery stable*.

2 The grave was opened on the 12th of Sept. 1849, in the presence of several clergymen of the diocese, and the relics carefully gathered up and deposited in a vault prepared for their reception, under the chancel of the new church, where an elegant monument bears witness to the veneration with which his name and memory are still regarded.

Rev. Mather Byles Jr., of Boston, was ordained pastor of the Congregational Church, in New London, Nov. 18, 1757. Early in that year two delegates from the church—Simon Smith and Robert Douglass, had been sent to Boston to engage the services of Mr. Byles, with directions, if unsuccessful in their suit, to apply to Mr. Payson, of Walpole. They returned with Mr. Byles, who preached seventeen sabbaths, and was then invited to settle by a cordial and unanimous vote of the church and society, which after some delay, he accepted.

The pulpit had been vacant from the death of Mr. Adams, a period of four years, and the congregation had declined and become careless of attending the public services. But the advent of a fluent and brilliant preacher, not yet twenty-three years of age, brought back all the absentees and filled the house with a curious and admiring audience. It was therefore under very flattering auspices that Mr. Byles was inducted into office.

He was himself his own best letter of recommendation, for he had a graceful person, and a good delivery; was well read as a theologian, expressed himself easily, and managed an argument with considerable skill and force. In addition to this he had the advantage of a distinguished ancestry, being descended from the Rev. Increase Mather, and the Rev. John Cotton, eminent divines of the early days of New England.

His father, the Rev. Dr. Byles, of Boston, enjoyed a high reputation, not only as a fine scholar and popular preacher, but also a respectable poet and a man of exuberent wit. All these circumstances conspired to raise the expectations of the people to a high standard, and the young preacher was received at once with overflowing enthusiasm.

The salary of Mr. Byles was fixed at £100 per annum, with a gratuity of £250 at his settlement. It was decided to discard the levying of rates and to raise the salary by an assessment on the pews. So popular was the preacher, that this was expected to be an easy matter. But the house itself was too contracted to accommodate all who wished to hear the general favorite. The gallery was therefore enlarged and formed into pews, and available spaces for new pews below were sold for £10 each.

On the third Sunday after his ordination, Mr. Byles received into the church, Col. Gurdon Saltonstall, (oldest son of the former governor) and his wife Rebecca, daughter of the Hon. John Winthrop. The deacons of his church were Thomas Fosdick, and Capt. Pygan Adams, and he had many discreet and able men in his congregation, to sustain him with their influence. Nathaniel Shaw, Daniel Coit, Major Chas. Bulkley, Titus Hurlbut, Richard Law, Russell Hubbard, John Richards, John Winthrop, David Gardiner, Col. Stephen Lee, Christopher Christophers, Nicholas Hallam, Jeremiah Miller, Winthrop Saltonstall, Daniel Deshon, and many other gentlemen of similar standing were pew-holders and regular attendants upon the service. It is true that comparatively few of the prominent men at that time were embodied in church fellowship. The church, before the ordination of Mr. Byles, had discarded the Saybrook platform of discipline, and the government was administered in the most liberal and lenient form of Congregationalism.

Soon after his settlement, Mr. Byles purchased a lot and built a house which is still extant, (north corner of Main and Douglass streets.) It escaped the torch of the enemy in 1781, at which time it was known as the Packwood house, and has since been owned by David Mumford, Coddington Billings, and others.[1]

But a change of opinion in regard to church government at length passed over him. He became without the knowledge of his people, an Episcopalian in sentiment, and he applied for his dismissal.

The male members of the church having been assembled one afternoon early in April, 1768, by summons from their minister, were electrified by being informed of his change of sentiment, and that he had received an invitation from the wardens and vestry of the North Church in Boston to become their pastor. This result, he said was not of his own seeking; he had not applied for the situation; it had

1 This stately old building, somewhat modernized and improved, is now the property and pleasant residence of the descendants of Hezekiah Goddard, Esq., one of the former highly esteemed citizens of the town.

been wholly brought about by the mysterious working of Providence and the Divine Hand was so evident in it, that he could not but follow where it led.

A formal application to be dismissed was made a few days later in a letter to the "First Ecclesiastical Society in New London."

At a society meeting of the same date, this letter was read and a vote passed unanimously to grant his request and discharge him from his contract as a minister. In less than a week he left New London with his family. He soon went to England for ordination, and returning to Boston, officiated as pastor of the North Church, till the revolution. When the British troops evacuated Boston, in March 1776, Mr. Byles accompanied them to Halifax, and for two years remained at that place as chapain to the garrison. He was afterwards pastor of a Parish at St. John's N. B., where he died in March, 1814, nearly eighty years of age.

The business interests of the town had revived, and New London from 1799 to 1805 had rapidly recovered her former prosperity. But as early as 1806, the depredations of British cruisers and privateers on American commerce commenced, and the commercial interests of the place, in common with other New England towns were seriously injured. Appeals were made to the British government to repeal or modify her unjust edicts, in her warfare against France in the restrictions imposed on American neutral vessels, but in vain. Our flag was insulted, our merchant vessels boarded, and their crews frequently impressed into the British service. The commercial property of American citizens to an immense amount had been seized and confiscated, and yet the British government refused to listen to appeal or entreaty. In 1812 these repeated outrages culminated in a formal declaration of war by our government against Great Britain.

When hostilities commenced, this, like the war of the revolution, bore heavily on the town. The entire naval force of the United States consisted of only twenty vessels exclusive of gun boats, with an armament of but little more than five hundred guns—a mere musquito fleet to cope with the powerful naval forces of Great Britain. Consequently our sea coast

thousands of miles in extent, was very seriously exposed to the depredations of the invaders. New London in particular was a prominent point of interest with the enemy. The British commanders however had not forgotten the severe reception of their troops in 1781, and were wary in their attempts at landing and in their offensive operations. But their vessels severely harassed and annoyed the citizens. Early in June, 1813, the frigates United States and Macedonian, and the gallant little sloop of war Hornet, was pursued by Sir Thomas Hardy with his flag ship, the Ramillies, and a fleet of smaller vessels, into the harbor, and the city and naval vessels were kept under a strict blockade until the close of the war.

A few days after the appearance of Hardy's fleet, the arrival of four more ships and frigates with a number of smaller vessels arrived and joined it, making a formidable naval force whose threatening aspect caused general alarm among the inhabitants, many of whom too well remembered the sad scenes of 1781. Major Simeon Smith with a company of volunteers hastily prepared to give the invaders a warm reception, should they make an attempt to enter the harbor or enforce a landing. The old Fort Griswold, the scene of the massacre thirty-two years previous was put in the best possible condition to resist the enemy. But no landing was attempted, although several feints by the vessels near the mouth of the harbor indicated such a purpose. The inhabitants of the town were kept in a constant state of suspense and apprehension. Commodore Decatur with his three war vessels retreated up the river as far as Gale's Ferry, and threw up a light entrenchment on the neighboring heights.

About this time an affair took place which exasperated the officers of the blockading squadron, and embittered their subsequent intercourse with the people on the coast, although the latter had no agency in the offensive act A schooner, called the Eagle, owned in New York, was prepared as a kind of torpedo vessel, and sent into the sound to make an experiment upon the enemy. She had a show of naval stores on board, and was captured by the British, west of New London harbor, near Millstone Point. The crew took to their, boats, and reached the shore in safety. The British officer, after taking

possession of the schooner, attempted to tow her up to the Ramillies, but finding that she fell to leeward, he anchored at the distance of three-fourths of a mile from that vessel. Suddenly, in less than three hours after the desertion of her crew, and the seizure by the British, the Eagle exploded with prodigious force, and was scattered into fragments. A shower of pitch and tar fell upon the Ramillies; timber and stones were hurled aloft, and the waters around thrown into great commotion. A second lieutenant and ten men, who were on board the schooner, were killed, and several men in boats were badly wounded.

This was wholly a private undertaking; the government had nothing to do with it. The owners had fitted the Eagle as a fire ship, with a secret piece of mechanism concealed within, which, when set in motion, would cause an explosion after a certain interval. Her hold, under the appearance of ballast, contained four hundred pounds of powder, and various other combustibles, with ponderous stones and destructive implements, sufficient to inflict a terrible blow upon any ship of war, along side of which she might be brought, a blow which the Ramillies barely escaped.

General Jirah Isham commanded at that time at New London, and the next morning Commodore Hardy sent a flag of truce up to the town, with the following communication:

"To Jirah Isham, Brig.-Gen. commanding at New London. I am under the necessity of requesting you to make it publicly known that I cannot permit vessels or boats of any description, (flags of truce of course excepted,) to approach or pass the British squadron, in consequence of an American vessel having exploded yesterday, three hours after she was in our possession."[1]

It was said, on English authority, that the brave Sir Thomas Hardy, while occupying the sound with a powerful squadron, and carrying his flag in a seventy-four, never remained at anchor during the night, and rarely left the deck except by day, in order to insure safety from Fulton's torpedoes. But a

1 History of New London, pp. 632-3.

more certain if not more terrific mode of attack was, at that time afloat, and nearly ready for service in the waters of New York. This was the steam *Battery*, miscalled *Frigate*, Fulton. This vessel, formidable enough in reality, had been represented by correspondents of English newspapers as a monster of prodigious power. An hundred guns of enormous calibre were said to be inclosed in fire and bomb-proof shelters; the upper deck was reported to be "defended by thousands of boarding pikes and cutlasses wielded by steam, while showers of boiling water were ready to be poured over those that might escape death from the rapidly whirling steel." In reality, the vessel presented above the surface of the water the figure of an oval, whose greatest length was about the same as that of an English seventy-four. This was covered by a continuous spar deck, at either extremity of which was mounted, on a revolving carriage, a chambered gun, capable of throwing a solid ball of 100 lbs., but intended, as is well known, to throw shells Beneath the spar deck was the gun deck, also continuous, except in the middle, where space was left for the working of a large paddle wheel; and on this gun-deck was mounted a battery of thirty-two 32 pounders. The sides of the vessel were thickened by cork and wood, not only between the guns, but as low as the water's edge, and incapable of being penetrated by a 32-pound ball. Beneath the gun-deck the hull was formed as if of a vessel cut in two, leaving a passage from stem to stern for water to reach and to be thrown backwards from the wheel. Two rudders were placed in this passage, moving on their centres. The boilers and the greater part of the machinery were below the reach of shot, and even the wheels could be reached but by a stray shot, passing unimpeded and in a proper direction through the port-holes.

In June of that year, Major General Burbeck, as before stated, arrived from Newport and assumed the command of the district. The troops on duty, in all amounting to about one thousand of the militia of the state, were transferred to the general government, and subsequently dismissed, leaving the town entirely defenceless. Not a soldier remained on duty.[1] Forts Trumbull and Griswold were com-

1 See page 43.

pletely evacuated, and all this with a British squadron of seven ships of the line and frigates and other vessels lying at the entrance of the sound, within two hours sail of the harbor. Under these circumstances the governor, on Gen. Burbeck's application, authorized General Williams to call out as large a body of the militia as exigencies should demand.

"The blockade henceforth assumed a most rigorous character. The enemy resolved to leave nothing afloat. The sound was alive with petty warfare. Every creek and bay were searched, and nothing in the form of boat, sloop or smack suffered to live. Yankee enterprise prolonged the task of the invaders, and obliged them to destroy by inches, and to multiply and repeat the blows, before they could ruin the traffic, and clear the coast of sails and oars."[1]

Varied and numerous were the events of the town and neighborhood during these three successive years of constant rigorous blockade. One of these specially worthy of note is narrated by Miss Caulkins. "The sloop Juno, Capt. John Howard, continued to ply back and forth between New London and New York, during the whole war with but a single serious accident. That was the loss of her mast by a shot of the enemy, after being driven into Saybrook harbor. Her enterprising commander was well acquainted with the sound, made his trips during the darkest nights and in severest storms, guided often by the lantern lights of the enemy's ships, as he repeatedly ran through their blockading squadron. He was narrowly watched and several times pursued by their boats and barges, but always eluded capture. Sometimes when too closely pursued, a spirited fire from his cannon, four pieces of which he always carried on deck, only to be used in defence, would drive away his pursuers and secure his little craft from further molestation. The fact that the enemy were fully apprized of his times of departure and expected arrivals, and in fact all his movements through the newspapers, which they could easily obtain, renders it the more remarkable that she escaped their vigilance."

It is remarkable that during the whole war not a man in Connecticut was killed, notwithstanding the long and vigo-

1 Miss Caulkins History, pp. 634

rous blockade and the many encounters between detachments of the enemy and the inhabitants. One person only, a Mr. Dolph, lost his life on the waters of the coast, off Saybrook, while engaged with others in recovering two prizes taken by the enemy. Such a fact appears almost miraculous.

Commodore Decatur entertained the hope that some opportunity would offer for his escape with his vessels during the winter, and watched for an opportunity favorable to his design. His vessel, dropped down and remained at anchor opposite the town and quietly remained waiting for some remissness of vigilance on the part of the enemy. At length the favorable time seemed to have arrived. A dark night, a favorable wind, and fair tide, all gave every expectation of success. But just as the little fleet were about to start, "blue lights" appeared on both sides of the river! Such an unusual occurrence gave strong suspicions that these were concerted signals to the enemy, and notwithstanding every preparation had been made with the most profound secrecy, the commodore considered himself betrayed and relinquished his intentions, making no further effort to run the blockade.

Although he was firm in his belief that his intentions were thus signalled to the enemy it was indignantly denied by the citizens that any traitorous designs existed, and that the lights were accidental, or that those who reported them to the commodore were mistaken. He, however, removed his two large vessels up the river, where they were dismantled and only a guard left on board. The *Hornet*, remained at New London and subsequently slipped out of the harbor, and eluding capture, reached New York in safety.

The restoration of peace in 1815 was an occasion of general rejoicing. Our enemies became friends, and receptions, balls and public rejoicings signalized the event, in which the officers of the British squadron cordially participated and who were as cordially received by the citizens of the town. Such was the close of the war of 1812.

As a commercial town New London became early noted in the Colony. Ever sagacious and on the alert, the people were not slow to improve the facilities offered by the natural advantages of the place for engaging in commercial pursuits.

Wheat, peas, Indian corn, beef and pork, with *wampum*, constituted the common currency and were termed merchantable or country pay.

As early as 1659, nine persons were appointed by the general court, one for each of the small ports in the colony, to enter and record such goods as were subject to customs. John Smith was appointed custom-master for New London. The office was unimportant in point of fees, as an order of the general court in 1654, allowed all articles, except wine and liquors, to be received free of duty. Under the term *liquors*, however, the spirit called *rum*, which was then a recent product of the English West India Islands, was not included, but strictly prohibited.[1] Daniel Wetherill was subsequently appointed to the office, and was the last person who held it by colonial authority. He was, however, reappointed by the Surveyor General of the plantations under commission from the treasury board of the mother country, "as deputy collector and searcher for Connecticut" in 1685, the whole colony being thrown into one district for the collection of customs, and held his office about twenty years.

The building of vessels commenced about 1660, by John Coit, or Coite, and was continued by Joseph Coit, Hugh Mould, John Stiness and others. The "barques" *Speedwell*, *Hopewell* and *Endeavour* were among the first vessels constructed, and in 1661 the *New London Tryall*, the first merchant vessel in the place, was built by John Elderkin and was regarded a remarkable affair, "costing, exclusive of iron work, spikes and nails, £200."

The early coasting trade was principally with Boston. Household goods, clothing, powder, lead and military accouterments, also implements of husbandry, were obtained, and returns made in "peltins and wampum." Small vessels and boats trafficked with Long Island, Rhode Island and else-

1 It is recorded in New London, lib. 3, "that whatsoever Barbadoes liquors, commonly called rum, kill devil, or the like, shall be landed in any place in this jurisdiction, drawne or sould in any vessel lying in any harbor or roade in this commonwealth, shall be all forfeted and confiscated to the commonwealth. *Miss Caulkin's History, pp.* 230.

where, and soon the trade extended to New York, and as far as Virginia. Dry hides and buckskins constituted the principal commerce with the latter place.[1]

During the year 1660, a circumstance of some note occured in the town. The ship *Hope*, from Malaga, Spain, came into harbor in want of provisions. She had been chartered for Virginia and was loaded with wine, rasins and almonds, destined for that port. But her voyage had been long and the weather tempestuous, and the storm beaten vessel was leaky and obliged to put in to this port for repairs. Her cargo was found to be damaged, and the state of affairs in Virginia was not favorable for its shipment to that colony. As the vessel needed "trimming and sheathing" and required the discharge of the cargo for that purpose, it was sold at New London and the supercargo of the vessel, Mr. Robert Loveland, became a resident of the town. He entered fully into commercial affairs of the place and prosecuted a voyage to Newfoundland for the purpose of trade and barter. He afterwards purchased a tract of land at Green Harbor, intending to build wharves and warehouses, and to make it a port of entry for the town. Finding the spot unfavorable for the purpose, he abandoned the project, and after a few years died, assigning all his estate, "whether lands, houses, horses, cattle, debts due by book, bill or bond, either in New England, Virginia, or elsewhere," to Alexander Pygan.

Commercial relations between New London and Newfoundland were early established. Pork, beef and other provisions were shipped there, and dry fish, and frequently West India produce, were taken in return. This trade continued until after 1700.

Between New London and Barbadoes an early commercial intercourse was established. A regular voyage was made twice a year to that island with horses, cattle, beef, pork, and frequently pipe staves, which were exchanged for sugar and molasses. This trade was the most lucrative business of the

1 "The least buckskin was to weigh was four pounds and a half. A pound and a half of hides was equal in value to a pound of buckskin—one pound of hides equalled two pounds of old iron—two pounds of hides equalled one pound of old pewter. Here are old iron and old pewter, having a fixed value, as articles of barter and merchandize!—*Miss Caulkins.*

period. Merchants of Hartford, Middletown and Wethersfield made shipments from this town. Captains from the river towns often took in their cargoes at New London.[1]

In 1666, Mould and Coit, previously referred to as the leading shipbuilders in New London, launched the ship *New London*, a 70 ton vessel, being larger than any vessel heretofore constructed in the place. The *New London* was designed for and employed in European voyages. In 1678, the same builders completed the largest, undoubtedly, of all the vessels built by them, viz., the *John and Hester*, of about 100 tons burden, which made several successful voyages under the command of John and Jonathan Prentis, who were part owners of the vessel.

The West India trade assumed quite an important place in New London. On the 26th of June, 1724, six vessels sailed at one time for the West India Islands, all freighted with cargoes of horses, which at that time constituted a principal article of export from the town. Eight years previous, in 1716, mention is made by Miss Caulkins of a shipment by one vessel of forty-five horses to Barbadoes.

In 1723, "Jeffrey's great ship" was commenced and launched in October, 1825. Its burden was 700 tons, and it was the largest vessel at that time ever built this side of the Atlantic, and excited much interest and attention throughout the colony. New London at that period had acquired a reputation for building large ships. This port is noticed by Douglas, in his history of the British settlements published previous to 1750, in which he describes Connecticut as having eight commercial shipping ports for small crafts, but "all masters," he remarks, "can enter and clear at the port of New London, having a good harbor and deep water." He adds, also, "here they build large ships."

1 The following receipt shows the comparative value of two prime articles of exchange.

"Barbadoes:— I underwrit, do hereby acknowledge to have received of Mr Jeffrey Christophers one bl. of pork per account of Mr Benjamin Brewster, the which I have sold for 200 lbs. of sugar. *Elisha Sanford, Esq.* 18, 1671

"True copy of the receipt which was sent back to Barbadoes by Mr Giles Hamlin in the ship *John and James*, Oct. 29, 1671 Charles Hill Recorder." *Miss Caulkins History, pp.* 225.

The commercial enterprises of New London continued to increase and were generally successful until British aggressions and the war of the revolution interrupted, and finally closed all its commercial relations.

The first collector of the port of New London was Gen. Jedediah Huntington. He was, as before stated, at one time one of Washington's aids and a special favorite under his command. He performed his duties as collector with promptness and fidelity from the close of the revolutionary war to the second rupture with Great Britain. It is said that at least eighty coasters were owned principally at Norwich and New London, and one hundred and fifty sail of merchant vessels entered and cleared at the port of New London. The receipts of the office were from $50,000 to $200,000 annually. Mr. Huntington performed this large amount of business in a single room, the office being in the second story of a store at the corner of Bank street and the Parade.

He was succeeded in 1815 by General Thomas H. Cushing, who held the office until his death in 1822. He had served in the revolutionary war, and in 1790 held a commission as captain in the army of St. Clair. During the second war with Great Britain in 1813 he attained the rank of brigadier general.

Capt. Richard Law was appointed his successor and continued in office eight years, followed by Ingoldsby W. Crawford, eight years, Charles P. Lester, four years, Wolcott Huntington, a short term, Lester again until his decease in 1846; after which Thomas Muzzey and Nicholl Fosdic, the latter receiving his appointment in 1849. More recently the office has been successively filled by Henry Hobart, J. P. C. Mather, Edward Prentis, George T. Marshall and John A. Tibbits, the present incumbent.

In 1833 the present fine granite structure on Bank street was erected by the government as the Custom House for this district, at a cost of $30,000. Its accommodations are ample and convenient, quite in contrast with the little cramped up loft occupied by the early collectors. Its door has peculiar interesting historical associations, being constructed of oak from

the old frigate *Constitution*, reserved for that purpose. The present number of vessels in the district of New London is 192, with a tonnage of 20,552.06.

New London was noted for the early steam navigation of the Sound. In 1816, one year after the close of the war, the first trip from New York was made by the *Connecticut*, Captain Bunker, on the 28th of September, in twenty-one hours, considered a remarkable and triumphant success in steam navigation at that time. Afterwards she commenced running in regular line to New Haven twice a week, connecting with the Fulton at that place for New York. The fare then established to the latter place was $9.00 for each passenger. In 1844 freight boats propelled by steam were introduced, and have since been very largely employed as propellors in the freight department of the transportation lines between New York and Boston.

New London is also distinguished in this and foreign countries in connection with the early history of steam navigation. Capt. Moses Rogers, commander, and his brother-in-law, Capt. Stevens Rogers, sailing-master of the steamship *Savannah*, both natives of New London, were the first to navigate a steam vessel across the Atlantic. Their little ship of 350 tons burden, sailed from Savannah May 26th, 1819, and made the passage to Liverpool in twenty-one days. From Liverpool she proceeded to Copenhagen, Stockholm, and Sweden. Her arrival at each of the ports produced great excitement. The little American steam craft was heralded in the public journals and visited as a wonder of the age. "Bernadotte, King of Sweden, and the Emperor of Russia, with their nobles and public officers, not only came on board to examine the vessel, but tested her performance by short excursions in the neighboring waters." She left Arundel in Norway and made her passage back to Savannah in twenty-five days. Capt. Moses Rogers was presented with an elegant silver tea urn and other costly gifts by the Emperor of Russia, and Capt. Steven Rogers received from Lord Lyndock, an English nobleman who was a passenger in the steamer from Stockholm to St. Petersburg, a massive gold snuff-box. This is now in the possession of the family.

The whaling business of New London has been one of importance and success. The enterprise, energy and seamanship of so large a portion of her citizens were important qualifications for this hardy and somewhat perilous occupation. As early as 1647 the general court at Hartford passed a resolution granting a monopoly and exclusive privilege "for the taking of whale" within its jurisdiction, to one Mr. Whiting for seven years.[1] We hear nothing further of Mr. Whiting's project, and the probability is that it did not prove a success. It was not unusual, however, that whales were often seen in and outside the Sound, and sometimes were pursued and caught by the hardy fishermen of the place.[2]

At first the only whaling expeditions were small sloops fitted and sent out for a few weeks voyage, the extent of which rarely or never extended beyond the banks of Newfoundland, but the business increased and larger vessels and longer voyages became common. After 1770, voyages were made to the Brazil banks, and the number of vessels from various parts employed in the business increased, until in 1775 Nantucket alone had 150 vessels and 2,000 men employed in whaling[3]. In 1784 the New London *Gazette* announced the sailing of the sloop *Rising Sun* on a whaling voyage. In 1794 the ship *Commerce*, owned and fitted out at East Haddam, sailed from New London, and in 1800 a small ship called the *Miantinomah* was sent out by Norwich parties, and sailed from New London, and passed around Cape Horn. She was, however, seized at Valparaiso by Spanish authorities and condemned.

In 1802, the ship *Dispatch*, Howard, was fitted out at New London to cruise in the South Seas after whale, but the voyage was not repeated. In 1805 the *Dauphin* was purchased by Dr. Samuel H. P. Lee, through whose efforts a company was

1 "If Mr. Whiting, with any others, shall make trial and prosecute a design for the taking of whale, within these liberties, and if upon trial within the term of two years they shall like to go on, no other shall be suffered to interrupt them for the the term of seven years." —*Colonial Records.*

2 "The whale fishery on the south side of Long Island has considerably increased. Latterly it has been much neglected. But last winter a number of whales were caught and killed by the inhabitants, who attacked them in boats launched from the shore."—*New York Daily Advertiser, published* 1802.

3 History of Nantucket.

formed and the vessel fitted out for the Brazil banks. She made a successful voyage and returned with her cargo in June, 1806. After this the business was continued and increased until the embargo, followed by the war of 1812, completely broke up the business.

After the return of peace to the country, the West India trade never revived, but in 1819 the whaling interest recommenced under the late Hon. Thomas W. Williams and Daniel Deshon, who engaged with their characteristic energy in the new enterprise. Messrs. N. & W. W. Billings followed in 1827, and fitted out three ships in the business. These enterprising pioneers in the whaling interest were soon followed by others. Benjamin Brown & Sons, Miner, Lawrence & Co., Perkins & Smith, Williams & Barnes, Lyman Allyn, Frink & Prentis, Thomas Fitch, 2d, E. V. Stoddard, Weaver, Rogers & Co., and several others, including Williams, Haven & Co., more recently Haven, Williams & Co., all of whom have contributed largely by their energy and enterprise to the wealth and growth of the city. In 1845 the number of ships, brigs, and other vessels employed was 78, the tonnage of of which exceeded largely that of any other port in the United States, New Bedford only excepted. Many of these vessels made remarkable voyages. That of the *Clematis*, Capt. Benjamin, fitted out by Williams & Barnes, which returned in 1841, made her voyage in little less than eleven months, sailed round the globe, and brought home 2,548 barrels of oil—a voyage worthy of historic record. Of the scores of hardy, enterprising men commanding the numerous vessels engaged in the whaling business we might add very largely, but the foregoing record must suffice. Capt. John Rice the oldest in commission whaling captain of the port, died in 1873, at the age of 75 years.

The late Hon. H. P. Haven, with Richard H. Chapell, were among the first and most active originators of the Alaska Commercial company,—one of the most important and successful enterprises in the country, developing the resources of this newly acquired territory and yielding to the government annually $250,000 in rent and royalty. Mr. Haven was one of the trustees of the company, and to his influence and efforts

may in a good degree be attributed the wise and humane provisions of its lease from the government, providing for the education and protection of the natives of that remote region.[1]

A circumstance of considerable note occurred during the winter of 1855 in connection with the whaling interest of the town. This was the arrival in the harbor of the English ship *Resolute* from the Arctic regions, brought in by Capt. James M. Budington of the whale ship *George Henry*, of this port. The *Resolute* was a vessel of 600 tons burden, staunch and strongly built in England, with reference to encountering the hazards of polar navigation, and fitted with special regard for that purpose. She was one of a fleet of five vessels sent out by the British government to search for Sir John Franklin and his crew, under command of Sir Edward Belcher. The effort, it will be recollected, was unsuccessful. The *Resolute*, in the vicinity of Melville Island, was separated from her consorts, became entangled in the ice, and, unable to extricate herself, was soon surrounded by an icefield hundreds of miles in extent. After remaining in this condition several months, with no prospect of release, she was abandoned by the captain and crew, who returned home in the other vessels of the expedition in safety, leaving their own ship to her fate, imprisoned beyond escape, as they supposed, in the impenetrable icefields of the north.

In September, 1855, sixteen months after her abandonment, Capt. Budington and his crew found this vessel while in Davis Straits, and took possession of the abandoned ship. She had drifted at least eleven hundred miles from the place where she had been left by her crew nearly a year and a half previous. Every thing on board was precisely in the condition in which they had been left. The furniture of the officer's room was undisturbed. The lamps, bottles, wine glasses, and other articles stood on the table as they were left after their final parting health was drank, apparently to the discoverers but a few hours previous. In the cabin, books lay open just as they were laid down from their last perusal, and every thing ap-

1 The present tonnage employed in the whale and seal fishing in New London is 1,673.56. Thirteen vessels are engaged in the business.

peared as though left but for the briefest absence. Capt. Budington transferred a part of his own crew to the abandoned vessel and, after a rough and perilous voyage of about one hundred days, brought her safely into New London harbor.

The *Resolute* lay at New London seven months and was visited by thousands of people from our own and other towns, some far distant, with the greatest interest. The government, however, very properly paid a liberal redemption for her to the rescuers and took possession of the vessel. After having her fully repaired and put in the best condition, she was returned to the British government as a present, under the command of Capt. Hartstene of the United States navy. Capt. H. was the officer that in 1853 had been sent to the Polar seas to relieve Capt. Kane, who commanded the "Second General Expedition to the Arctic regions."

The educational interests of the town have not been neglected. As early as 1763, Mr. Robert Bartlet, a gentleman of handsome property but no family, bequeathed his entire estate to the town for educational purposes. For several years this estate remained in the hands of trustees. In 1678, the general assembly passed a law requiring the maintainance of a school to teach children to read and write, by every town of thirty families in the colony. In 1698 the town voted a tax for a free school, to teach children reading, writing, arithmetic and the latin language, and in 1701 a grammar school was established and the revenue of the Bartlet estate was directed to be used for the benefit of the poor who attended the school. In 1713, the first school house of which there is any account, was built near the present site of the house of the late Hon. H. P. Haven, and the school taught there was denominated the "New London Grammar Scoool," which, in after years, was changed to the "Bartlet School," or "Bartlet Grammar School."

The Free Grammar School, located first on Hempstead street, was afterwards removed and placed in the highway for the convenience of the pupils. Probably not an individual now remains who attended Master Owen's school in that low, one story, quaint frame structure. In 1795, this was abandoned and a large and more commodious brick building

erected in the highway south of the Court House. This remained nearly forty years, and was superseded by another and more eligible edifice on Union street. The two most noted teachers in this school were Master John Owen and Dr. Ulysses Dow, each of whom occupied that position about forty years. Some of our present citizens will recollect the many eccentricities of Doctor Dow, and his peculiar mode of administering his various prescriptions to his pupils.

The Union School, established in 1774, was intended to furnish facilities for a thorough English education and a classical preparation for college. A building was erected for this purpose on State, near Union street,[1] the latter of which was not then opened. Its first preceptor, the lamented Nathan Hale before alluded to, occupied it in 1775.[2] After his voluntary enlistment and appointment in the American army, his successors were Seth Williston, a graduate of Dartmouth College, who afterwards attained celebrity in the ministry, Jacob Gurley, afterwards a lawyer of note in New London, Ebenezer Learned, a graduate of Yale College, then but nineteen years of age—afterwards, Knight of the Medical College of New Haven; Olmstead of Yale, Mitchell of the University of North Carolina, and others who have since been men of note in the community.

The building was afterwards removed, the land on which it stood was sold, a new charter obtained, and a reorganization took place. A brick building was erected on Huntington street and the school flourished for a few years, but in 1850 it was discontinued and the building sold.[3]

In 1799 a Female Academy was incorporated by the Legislature and a building erected by the proprietors on Green street. This was continued about thirty years. In 1834 a new and commodious building was erected on Broad street, and placed under charge of Rev. Daniel Huntington, and was sustained several years under Mr. H. P. Farnsworth, who succeeded him. The school has since been consolidated with

1 The present site of the Crocker House.

2 Still standing. See page 16.

3 This is now occupied as the Bethel Church, in charge of the Rev. Ezra Withey.

all the other District schools of the place, and is sustained by the town, and under the title of the Young Ladies High School maintains an excellent reputation for the intelligence and proficiency of its pupils.

In 1849, Leonard Bulkeley left with trustees a large portion of his estate for the purpose of founding a free school for boys, and this fund, increased by the Bartlet, with some subsequent appropriations and other additions, has given the city the fine building and excellent educational institution now occupying the old town square. In addition to this, the appropriations of the city for our well conducted and flourishing district schools amount to $18,000 annually.

In the late struggle for the perpetuation of our glorious Union the patriotism of New London, as exhibited in her earlier history, was equally manifested. Of the 75,000 noble sons of Connecticut who took part in the struggle, New London furnished more than her quota. No people in their struggle for liberty, probably ever gave of their own free will so lavishly as did our gallant Connecticut volunteers. This town, with patriotic liberality, gave some of the purest and most promising of her noble-hearted citizens to sustain the government in its hour of peril, and the blood of her martyred heroes has enriched the soil from the heights of Arlington to its most remote southern boundary. Immediately on the news of the attack on Fort Sumpter the spirit of '76 fired the hearts of her citizens. The city flag was raised, followed by a display of flags all over the city, and by the shipping. At the Wilson Company's works all hands were summoned and the flag saluted with repeated cheers. On the 19th, Mayor J. N. Harris received a despatch from the Secretary of War requesting him to furnish a company to garrison Fort Trumbull. The request was immediately complied with, and the City Guards placed on duty there. The same evening one of the largest and most enthusiastic meetings ever convened in the city was held in and outside the Court House. The meeting was called to order by Hon. F. B. Loomis. Hon. Nathan Belcher presided. Hon. Augustus Brandegee offered a resolution declaring that all political differences must be buried and all unite to save the republic. The resolution was passed by a

thundering unanimous "aye." The meeting was addressed by Hon. A. Brandegee, A. C. Lippitt, Thomas Fitch and others. A subscription for funds to arm and equip the soldiers was opened on the spot and headed by Mr. Brandegee, followed by William H. Barns, J. N. Harris, Williams & Barns, and F. B. Loomis for $500 each. Other citizens followed, and ten thousand dollars[1] was at once raised for arming and equipping volunteers who at once, and on the spot, pledged their faith, their devotion and their *services* to the sacred cause of the country. Such was the spirit that animated the hearts of our loyal citizens at the news of the first shot from the enemy against the glorious "stars and stripes" of the Union.

With great enthusiasm volunteers offered their services. Enlistments rapidly followed. Some of the noblest and most promising of our youth gallantly entered the service, fired with the spirit of patriotism and valor. Company after company was raised and equipped for the war, first for three months and then for the three years service. The daily and weekly papers of that period contained frequent and enthusiastic notices of their departure for the fields of conflict, followed by the repeated cheers of their fellow citizens.[2]

Of all the noble hearts beating for the honor of our flag and volunteering for its defense from New London, we would gladly speak, but that would be impossible. We mention but a few of the officers who gallantly fell at the post of duty.

Lieut. Wm. W. Perkins was one of the earliest and most ardent volunteers from New London. After establishing an

1 The town of New London, in bounties and otherwise, paid over $16,000 for the support of families during the absence of the soldiers, and individuals added in bounties to volunteers and for substitutes $18,000 more, making in all $64,000 directly contributed to the cause during the war in the town. In addition, boxes of clothing and comforts to the soldiers were given to a very large amount.

2 Departure of Volunteers.—The third company of New London volunteers departed for Hartford to join their regiment, on the 29th ult. They were escorted by the City Guards to the depot, where before leaving they were drawn up in line near the flag staff to listen to addresses. Speeches were made by Messrs. Edward Prentis, A. C. Lippitt, Thos. Fitch and Rev. Mr. Guiscard of the Second Baptist church. Rev. Mr. Grant of the Huntington street Baptist church closed the exercises with prayer. There was a large gathering of people in the neighborhood of the depot to see the volunteers off, notwithstanding the unfavorable condition of the weather. This company consists of a fine looking body of young men who will doubtless give a good account of themselves should occasion offer. They were enthusiastically cheered by the hundreds who witnessed their departure. God bless them and speed them on to the rescue of our country's flag from ignominy and shame.—*Family Repository of June*, 1861.

enviable reputation for bravery and gallant conduct during several severely fought battles, he fell at Kinston, N. C., at the head of his company cheering his soldiers on to victory.[1] His brother, Lieut. Benjamin R. Perkins, was among the first to volunteer in the service. He served with gallantry during the entire war, was engaged in more than thirty battles. After the close of hostilities he was transferred to the regular army and died some years since at one of the military stations of Arizona.

Capt. Edward L. Porter was a young man of more than ordinary ability and great promise. He was killed at the battle of Winchester while gallantly leading his men in a charge against the superior forces of the enemy. A fatal bullet pierced his temples and he fell, sealing with his blood his devotion to his government. He was a graduate of Yale, a young man of fine literary taste and attainments. He had adopted the practice of law with a flattering promise of distinction in his profession. No nobler or purer heart ever animated a brave soldier. Surgeon Holbrook said of him:—"At my suggestion he went to the hospital three days before the battle, being very feeble. I visited him the day previous and found him still very weak, and was surprised to find him at the head of his company. An officer informed me that he seemed possessed of superhuman energy in the battle, and gallantly led his men in the charge, when he was struck by a bullet in the forehead and died almost instantly. He left a bright record of honorable manliness. Dignified and gentlemanly, always prompt in the conscientious discharge of his duty, he attested by his death the sincerity of his patriotism and sealed with his blood his love of liberty.

Lieut. Joseph Strickland was another of New London's martyr heroes. He was devotedly a brave and patriotic soldier. He had assisted greatly in recruiting Co. I, of which he became First Lieutenant. Col. Sprague, of the Port Hud-

1 The *New London Star* said of him: "It is seldom that we are called upon to mourn a firmer patriot, a braver soldier, or a truer or more genial friend than Lieut Perkins. He sprang to arms with alacrity at the first call of his country, and established an enviable reputation in five hotly contested battles, in the last of which he fell where a soldier would choose to fall, leading the advance, and expired amid the rattling volleys of his regiment and the loud cheers of victory."

son charge, who knew him well and could attest to his noble courage, said of him: "Of the many gallant officers that there fell, there was none more fearless or deeply mourned than Lieut. Strickland." He fell at Port Hudson while gallantly charging the enemy.

Capt. Horace F. Quinn, after three years of faithful service, was killed at the battle of Deep Run. He had served as a private through the three months campaign. On the organization of the Tenth he joined it as First Lieutenant of Co. H, under Capt. Leggett. "Although young in years," said Col. Greeley, "he was a veteran soldier; twenty years of age at his death, he had seen more than three years of active service. No more brave or daring officer ever led a company than Captain Quinn."

Major General Joseph A. Mower was born in Vermont and by trade a mechanic. He had served gallantly in the Mexican war and was settled in New London. Having been commissioned by President Pierce as Second Lieutenant in the regular army, he re-entered the service, and at the time of the outbreak of the war was in Texas under Twiggs. He patriotically resisted the order to surrender his men to the rebels, and made his way with them to the North. He was in the opening battle of the war in Kentucky and Tennessee, and prominent in the capture of Island No. Ten, and active at the capture of Corinth. He was appointed Brigadier General, and was with Gen. A. J. Smith in the Red River expedition, and fought and flanked the enemy, resulting in the capture of Chattanooga and Atlanta.[1]

The brave Robert Leggett may be regarded as one of the gallant spirits of New London, although not a native of the town. He was one of the most energetic promoters of the Union cause in the place and never flagged for a moment in his patriotic efforts. He was one of the earliest and most active volunteers in the struggle, and brave almost to a fault. He received a gold medal for gallant service as Sergeant, was

1 "Few officers in the service," says a late writer, "have distinguished themselves like Mower, for while there may be some who posses more military genius, none are more absolutely indifferent to personal danger than he." He was a favorite of Gen. Sherman, and had few enemies. He died in the regular service at New Orleans in 1869."

promoted to the office of Major, succeeded by that of Lieutenant Colonel, lost his leg at Wagner, and afterwards fought bravely in numerous battles, and was finally compelled to resign his commission from disability; was one of the heroes of the war, and his gallantry was highly extolled by all who knew him. His honored remains peacefully rest beneath the evergreens of our cemetery, and his commissions, sword and belt have been appropriately placed in the rooms of the Historical Society.

Capt. George H. Brown was another brave soldier. He was severely wounded at Deep Run, but survived and afterwards was killed at the head of his company before Petersburg. He left an honorable record for bravery in the service.

As in the revolution and the war of 1812, so in the war against the government and the banner of our country, New London gallantly bore her part in our naval affairs during its continuance. In many of the conflicts that reddened our southern waters with the blood of the noble defenders of the Union, the brave sons of New London largely shared. The Rodgers family of this town, one of whom has previously been referred to,[1] particularly might be named as conspicuous. "The paternal grandfather was Col. Rodgers, who commanded the famous Maryland line during the revolution, and was frequently mentioned, in Washington's despatches, for gallantry. His eldest son was Com. John Rodgers, who fired the first gun in the war of 1812, and was long the senior officer of our infant navy. Another son was Com. George W. Rodgers, who, for special gallantry during the war of 1812, received a sword of honor from his native State, and a medal and a vote of thanks from Congress. Com. John Rodgers had two sons: one of whom, John Rodgers, also became Commodore, and led the attack on Port Royal and Fort Sumpter during the rebellion; and another, Col. Robert Rodgers, served through the late war, and was twice wounded at the head of the Third Maryland Infantry. Two other grandsons of Com. John Rodgers were Capt. Raymond Rogers, who was fleet captain

1 See page 13

during Dupont's attack on Charleston, and Capt. George W. Rodgers, who was killed while commanding the monitor Catskill, in the attack on Fort Wagner. In the family are also Lieut.-Commanding Frederick Rodgers, Master's Mate, Joseph Rodgers, and Midshipman R. P. Rodgers, and Lieut. Alexander P. Rodgers, who fell in the forlorn hope at the storming of Chapultepec, who was a nephew of Col. Rodgers. One of the three illustrious Com. Perry's married into the family; and there is probably not another name in America that will compare with that of Perry or Rodgers for the fame won on land and sea in defence of the republic."[1]

To the late Richard H. Chappell of New London was committed the charge of the novel expedient of closing, temporarily, the ports of Charleston and Savannah, from whom, principally, the enemy's swift blockade running cruisers sallied forth and plied their nefarious trade of attacking, plundering and destroying any merchant vessels that might come in their way. The first order was for twenty-five vessels, of from two hundred to four hundred tons each. Before these were loaded, twenty more were ordered; making a fleet of forty-five sail, to be dispatched at once. These were purchased, and the first fleet of twenty-five sailed from their respective ports Nov. 21, 1861; while the second fleet of twenty followed on the 11th of December. Thirteen of these went from New London; the commodore for the cruise being the veteran Capt. John P. Rice,[2] well known as a competent shipmaster. One or two of the fleet put back from accident; but nearly all were delivered to the naval commanders off Charleston and Savannah. A majority were used as at first designed, and, with their masts cut away, were, for a time, ugly customers for the keel of a blockade runner to encounter as she tried to dodge in or out on a dark night. Some were used by the Navy Department as store-vessels in various places; others constituted the foundation for temporary wharves at Port Royal, or in the inlets where our navy was employed; not one, it is believed, "lived" to return. Mr. Chappell's ac-

1 Military and Civil History of Connecticut, pp. 814.
2 Since deceased.

count of disbursements was accepted by the government, and settled at once; and he was thanked for the promptness, integrity and efficiency he had displayed.

Allusion has been made to the first school house built in the town in 1713, on a plot on Hempstead near Broad street. The act of the General Assembly in 1678[1] had been carried out by the citizens and provision was made for this purpose, and the building erected by the town. The expense of this then considered commodious school house is not given, but its dimensions were stated as twenty feet by sixteen, and seven feet between joints. In this little school room the girls and boys were not permitted to mingle, but on certain days of the week, at the close of the boy's school, the girls were permitted to attend an hour at a time for the purpose of learning to write. This was the first school building of which we have any account.

In 1795, a brick edifice was erected "in the highway" south of the Court House, which was superseded by another more eligible building on Union street, occupied as before stated, by "Master Owen" and Dr. Dow. The brick building on Huntington street, now known as the Bethel Church, was next erected, followed by other more eligible and commodious buildings, now occupied by the several (consolidated) schools of the city. The entire number of school houses in the town is ten, and are generally very convenient and re-respectable structures. The fine brick edifice on Union street, near the First Congregational Church, is a large and well constructed building, and well supplied with all the proper appliances and furniture for the accommodation of the scholars. The Girls' High School on Huntington street is commodious, very conveniently arranged and well furnished with all the necessary apparatus for facilitating the studies of the pupils. The large and commodious frame structure in the lower part of the town, built on the Coit estate, is well adapted

1 "December 11, 1698—Voated that the Towne Grants one half peny in mony upon the List of Estate to be raised for the use of the free schoole that shall teach Children to Reade Write and Cypher in ye Latin Tongue, which Schoole shall be kept two thirds of the yeare on the West Side and one-third part of the yeare on the East side of the river. By read ing is intended such Children as are in theire psalters."—*Old Records.*

to its purpose, and, like the others, well provided with all proper conveniences and facilities for the instructions of the children. The up-town brick school house, near Hill street, and the frame building on North Main street, are both creditable edifices as educational institutions and have all the necessary accommodations.

The fine Gothic free stone building for the Boys' High School, erected on the old Town Square, is a credit to the city and a noble monument to its worthy founders.

The conflagration of the city in 1781 involved the destruction of all the public buildings. To replace them was a work of necessity. The old Court House, at the head of State street, was among the first to be erected. Grotesquely antique in its appearance, now in its ninetieth year, it stands "the stately relic of a former age, still doing good service in this," and destined, in all probability, still to remain for many years to come, as a reminder of the days of old, antedating every other public edifice in the city.

The first Alms House was built by the city and stood at the corner of Truman and Blinman street, and was sold in 1773. After a lapse of several years, during which the poor of the town were supported by contract, the "new" alms house was erected on the Town Square on the spot now occupied by the Bulkeley High School building. It was built of brick under the directions of the Selectmen, thirty-six by forty feet in size, and was regarded at the time as a very stately building. It was first termed a "Poor and Bettering House."[1] In 1866, this building, after a service of a long term of years, was removed and the present commodious edifice was erected on the pleasant commanding eminence in the rear of the city with ample accommodations for its inmates. The town farm, attached to the building, is very judiciously managed by the

1 According to the act of incorporation it was to be "A home for the poor, and also a work-house and place of detention for rogues, vagabonds, sturdy beggars, idle, dissolute and disorderly persons, runaways, stubborn children and servants, common drunkards, night walkers, pilferers, and all persons who neglected their callings, misspend what they earn, and do not provide support for themselves and their families; also, all persons under destraction where friends or relations do not confine them."—*Miss Caulkins' History, pp.* 626.

present superintendent, Capt. James Stebbins, and furnishes employment for all the male inmates of the Alms House capable of performing manual labor, and is yearly improving.

The Hall of Records, completed in 1856, under the supervision of a judicious committee appointed by the town, is a neat and substantial structure, fifty-two by fifty-four feet in size, built of polished free stone and occupies a very eligible position on the corner of State and Union streets. The basement affords ample accommodations for the Post Office in all its departments. The first story, approached by an easy flight of free stone steps, is occupied for the Probate and Police Courts, the office of the Water Commissioners, and the Recorder's office. The other apartments are, the very convenient and well arranged Common Council room, occupying the third story, and other public offices. The cost of the building and lot was $33,000.

At the burning of the town in 1781, but two churches then existed. The Congregational Church, situated on Meeting House hill, near the present site of the Bulkeley High School building, and the Episcopal Church standing on or near the Parade. In 1785, the Congregational Society abandoned the old site and located a new church on what was then termed Bolles' hill, on the summit of a granite ledge overlooking the surrounding neighborhood. Many of our present citizens well recollect that venerable edifice on "Zion's Hill," a more modern and appropriate designation than its former title, with its quaint style of architecture, high back seats, elevated narrow pulpit without a platform, overhung by an imposing "sounding board" suspended by an iron rod and overshadowing the "minister" with its ponderous proportions, and also the severely plain exterior of the church building, which was truly "founded on a rock." This old edifice was removed in 1850 to give place to the fine granite Gothic structure which now occupies its site. This is regarded as one of the finest churches in the County, finished inside in pure Gothic style with solid oak, and frescoed to imitate blocks of blue and white marble.

The Episcopal Church, burned in the general conflagration of the city, was replaced by the erection of the building previ-

ously referred to on the corner of Main and Church streets. From this building, in 1850, the Society removed to their noble and imposing edifice at the corner of Huntington and Federal streets, now occupied by them. Constructed of dark colored free stone in the pure Gothic style, it reminds the beholder of some of the old chapels of England.[1] The parsonage is a substantial brick building, appropriately embellished, and in harmony with the church nearly adjoining.

The Second Congregational Church of New London is an offshoot of the venerable establishment first located on Raymond or Meeting House hill in 1725, and afterwards removed to Bolles' or Zion's hill in 1787. It was organized by a little band of less than twenty members from the parent church and occupied a neat and convenient place of worship previously erected on Huntington street. This church, which had shortly previous been repaired and improved, was unfortunately destroyed by fire. After some delay in determining on a new site and completing the necessary arrangements, the beautiful granite structure on Broad and Federal streets was erected. With its towering spire, overlooking the entire surrounding country, truly "beautiful for situation" and imposing in appearance, it is an ornament to the city and a credit to its architect and builders. The cost of the grounds, parsonage, chapel and church exceeded $100,000.

In 1793, the first Methodist chapel was erected. In 1818 it was rebuilt and enlarged. Its site was at the head of Methodist street. The church afterwards became divided, and in 1842 a new frame edifice was built on Washington street.[2] This was afterwards sold and the society erected the present neat brick church edifice on Federal street, which is now occupied as their place of worship. The Bethel, partly an outgrowth of the Methodist church, was established on Huntington street in 1850 and is now occupied by the society.[3]

---

1 This Church, in completeness of design and architectural elegance, holds first rank among the ecclesiastical edifices of the State. It is also a gratifying fact that the Society is unincumbered with any debt for its erection; the whole cost, which was upwards of $60,000, being entirely covered by successive subscriptions.—*Miss Caulkins.*

2 This is now occupied as Allyn's Organ factory and Allyn Hall.

3 Formerly the Girls' High School building.

The First Baptist Church in the city occupied a prominent location on the old "Baptist rocks" as then called, and was built early in the present century. After many years occupation this building was abandoned and sold, and the present commodious and excellent brick church on State street was erected and is now occupied as their place of worship.

A portion of the members of the old church, with the officiating pastor, in 1840, organized the Second Church. This church and society erected the pleasant house of worship now occupied by them on Union street. Nine years later, in 1849, another division from the First Church, under Rev Jabez Swan, constituted the Third Church and purchased of the Universalist society their finely located edifice on Huntington street, which the church and society still continue to occupy under the preaching of their first pastor.

The Universalist denomination is not largely represented in New London. The house of worship erected by this society in 1844 was sold to the Third Baptist Society in 1849. They then purchased, repaired and occupied for several years after, the old Episcopal Church on the corner of Main and Church streets. After which it was sold for secular purposes.

In 1842 a small Roman Catholic chapel was built in Jay street and occupied for a few years, until a much larger and more commodious building was erected two blocks further down the same street. Two years ago that denomination commenced one of the finest and most expensive church edifices in the county. It is built of gray granite of the best quality, quarried from the lot on which it stands, and is now nearly completed. "St. Mary's Star of the Sea," as a church edifice, will exceed, with one exception, most of the churches in the State.

New London may justly claim some of the most distinguished ministers of the gospel in the State. From its early history the colony was favored with men of that profession who for piety, talent and ability were deservedly of the highest rank. We might refer to the Rev. Thomas Peters, associated with Winthrop the founder of the town; Richard Blinman, its first settled minister; Gershom Bulkeley, who came from Concord, Mass., in 1661; the Rev. Simon Bradstreet, and

Gurdon Saltonstall, who, during his ministry, was elected Governor of the State. Also his successor, the Rev. William Adams, afterwards chosen rector of Yale College, and Mathew Byles. Jr.; succeeded by Woodbridge and Channing and the late Dr. Abel McEwen, who, for more than half a century, sustained the office of pastor of the First Congregational Church. Nor would we omit Samuel Seabury, the first pastor of the Episcopal Church, who in 1890 was made Bishop of Connecticut; Charles Seabury, the worthy son of his distinguished father, with their successors Revs. Robert Blakesly, and Bethel Judd, and Robert A. Hallam, so long the honored and revered rector of St. James. All these and many others whose names that are not mentioned, are worthy of a more extended biography than the present sketch will allow.

For several years the want of a first-class hotel in the city was experienced. The old established Steamboat Hotel kept by the Bacon's, was more noted for its hospitality and home comforts than modern improvements. The City Hotel on State street had become old in the service, and the Metropolitan on Bank street was too contracted to accommodate a large number of guest until 1872, when the present large and excellent hotel so popularly known as the Crocker House was erected by a joint stock company organized for that purpose. It combines every modern convenience and luxury: contains one hundred and twenty-five rooms, besides numerous elegant suites for families, and is provided with gas, bath rooms, water closets, and hot and cold water on each floor, and in every respect may be regarded as a hotel of the highest reputation. The Metropolitan on Bank, and the National on State street, and one or two others complete the list.

The Pequot House, at the mouth of the harbor, about three miles below the city, was opened as a watering place in June, 1853, and as a summer resort has almost a national reputation as one of the finest and most delightfully located watering places on the New England coast. Besides the spacious hotel buildings, it includes nearly forty beautiful cottages as appendages, where all who desire it can enjoy all the comforts and luxuries of family residences in connection with this popular summer resort,—a feature that but few other water-

ing places can boast. The main building, with its adjacent cottages, will accommodate 400 guests. No place of summer resort on our seaboard presents greater attractions for its fishing, bathing, sea air, and all the purposes of health and exercise. With its excellent drive to the city, and the gratification of taste for beautiful scenery connected with interesting historical associations, but few summer resorts in New England have acquired the popularity of the Pequot at New London.

Lawrence and Aborn Halls are the principal places in the city for public lectures and exhibitions. The former was completed in 1856, and affords very respectable accommodations for an audience of 1,000 to 1,200 persons. It is one hundred and five feet long, fifty-seven broad, with an arched ceiling twenty-four feet above the floor. A gallery or corridor occupies the rear and sides of the hall, which is appropriately decorated and comfortably seated. Both Lawrence and Aborn halls are located on Bank street.

The New London Gas company was incorporated in April, 1853, with a capital of $70,000, and the privilege of increasing the same to $100.000. The company obtained from the city exclusive privilege for fifteen years on condition of furnishing fifty lamp posts and supplying the city with gas at $2.50, and individuals $4 per thousand feet, the price afterwards to be modified according to circumstances. The company now supplies the city at $3.00 and individuals at $4.50 per thousand feet, with gas of a good quality.

In its supply of water for the city, for all purposes, New London surpasses most New England towns. An act of the General Assembly passed at the May session in 1871, "To provide the City of New London with pure and wholesome water," was promptly carried into effect by a city appropriation of $250,000 in bonds and the appointment of an efficient board of commissioners, composed of Wm. H. Barns, J. T. Shepard, Charles M. Daboll, J. C. Learned and R. H. Chapell.[1] Lake Konomoc, a beautiful sheet of water about six miles dis-

[1] Since Mr. Chapell's death, George E. Starr, Wm. H. Tobey and Horace Colt have held the appointment. By the new charter the number of members was reduced to four, and Messrs. Barns, Shepard, Daboll and Colt are the present board of commissioners.

tant from the city, with about ninety acres of the adjoining lands, was purchased; a massive and substantial dam of earth, concrete and mason work constructed, raising the water ten feet above its natural level and enlarging the lake to two hundred acres, insuring a most abundant supply of water at all times for the city. The works were designed by J. T. Fanning, consulting engineer, and built under the direction of W. H. Richards, civil engineer, who has ever since been in charge. The adjacent lands, previous to overflowing, were denuded of all trees and shrubs, and the muck lands covered with eighteen inches of clean gravel, leaving the present banks formed by the wash of the water, a clean sandy shore. The area of the water shed supplying the lake is 976 acres, and the depth that can be drawn is 13 feet. The water on analysis is shown to be colorless, inoderous and neutral, and the experience of two or three years proves it to be perfectly sweet and of the best quality for drinking and all cleansing purposes. The entire cost of the works was $260,000. The cost of maintenance at the present time is about $9,000, and the receipts $14,000 annually; the cost of maintainence decreasing and the income increasing yearly. As a bountiful supply for the city for the next half century it may be said to be inexhaustible. Lake Konomoc's estimated capacity is 600,000,000 gallons; its annual supply is 530,286,000 gallons, or 50 gallons per day each for 29,000 persons. It has a head of from 80 to 170 feet, rendering the city steam fire engines entirely useless.

The first newspaper, or rather *bulletin*, of which history gives any account, was issued more than 2,000 years ago by *Portificus Maximus* of Rome. It was written on white wooden tablets and suspended on the outer-doors of the higher rank of the people. This was published annually. The first paper devoted to advertising and the news in England appeared in 1662, and was called the "*Weekly Newes.*" The first American newspaper was published in Boston in 1690, and immediately suppressed by the authorities. The first in the colony of Connecticut was the *Connecticut Gazette*, published at New Haven in 1755. The first *New London*[1] newspaper was established

1 New London has the credit of setting up the *second* printing press in the North American Colonies in 1709; the first having been used in Cambridge, Mass.—*American Cyclopedia.*

by Timothy Green[1] in August, 1758. This was a small half sheet paper published weekly and called the *New London Summary*. After a continuance of five years its editor died and its issue was suspended until 1763, when it was revived under the title of the *New London Gazette*. This was continued a few years, was enlarged, and the name changed to the *Connecticut Gazette*, the name of the first newspaper in the colony, but which had then been discontinued. The *Gazette* was continued by Timothy Green & Son, Sam'l Green, Cady & Eells; again by Samuel Green, John J. Hyde, S. H. Green and A. G. Seaman, until at the expiration of more than eighty years its existence ceased. The *Weekly Oracle* appeared in 1796, printed and published by James Springer. *The Bee* was printed and published by Chas. Holt from 1797 to 1802, and then transferred to Hudson, N. Y. The *Republican Advocate*, by Clapp & Francis, was established in 1818 and continued to 1828, when it was succeeded by the *Connecticut Sentinel*, which was soon discontinued. The *People's Advocate* was commenced in August, 1840, published by Benjamin P. Bissell, and continued under the editorship of John J. Hyde, Thomas P. Trott, J. G. Dolbear and W. D. Manning, until April, 1848, when it was merged into the weekly and daily *Chronicle*. The *Morning Daily News*, the first daily paper published in New London, was established by Mr. Dolbear, and was afterwards merged in the *Daily Chronicle*. The New London weekly and daily *Chronicle* were published by C. F. Daniels and F. H. Bacon from 1848 to 1858, when it passed into the hands of Wm. O. Irish and Charles Butler, and afterwards into the possession of Wm. H. Starr, and after a short time was merged in the *State Temperance Journal*, and the *Chronicle* was discontinued. In 1858 *The Repository*, a family paper was established by W. H. Starr, and continued four years. In 1845, the *New London Democrat* was established by J. M. Scofield who, in 1848 issued in connection with it a small daily, the *Morning Star*. This passed into the hands of D. S. Ruddock, who continued the publication until 1853, when an association of gentlemen, under the title of the

1 Timothy Green was the progenitor of the famous line of Greens, distinguished as printers and publishers in New London for nearly a century. Col. Samuel Green being the last of the family.

New London Printing Company, purchased the paper and office and are now the publishers of the *Gazette*, a well filled weekly sheet, and the *Evening Telegram*, a daily paper, both of which are having a very liberal circulation.

The Banking establishments of New London are all creditable institutions. The Union Bank was incorporated in 1792 with a capital of $100,000, afterwards increased to $300,000; the New London City Bank, incorporated in 1807 with $150,000; the Whaling Bank in 1833, with $163,000 capital; the Bank of Commerce in 1852, with a capital of $100,000, increased to $200,000; and the First National, the last on the list, was incorporated in 1863 with a capital of $100,000. These are now all National institutions. In addition to these are the Savings Bank of New London, incorporated in 1827, and the Mariner's Savings Bank in 1867, whose aggregate deposits amount to $4,400,000. To these may be added the Equitable Trust Company, an institution of this city, with its large capital of $1,000,000. The character of the bank buildings is creditable to the corporations they represent. The National Union Bank, on State street, is a fine granite structure, neat and pleasing in architectural design; the National Bank of Commerce occupies spacious and well arranged rooms in the Crocker House building; the New London City National is a substantial granite building, and the National Whaling, a commodious brick edifice both on Bank street, and the First National, a three story brick building on State street. The Savings Bank of New London occupies a very snug and neat free stone banking house on Main street, and the Mariner's Savings Bank and the Equitable Trust Company, have admirably furnished offices in the Crocker House building on State street. These institutions are all exceedingly well managed by some of the most shrewd and trustworthy of the business men of the city, and all are doing a prosperous business.

New London is not wanting in associations for benevolent purposes. The Ladies Seamen's Friend Society, incorporated in 1847, for the benefit of the families of destitute seamen. The Thomas W. Williams, 2d., fund was organized for the same purpose. The Ezra Chappell Benevolent Society, incorpo-

rated in 1866, with $10,000 invested funds. The Lewis Female Cent Society with $7,000 invested. The Coit legacy of $10,000, the income of which was to be applied to the relief of the worthy poor of the town. All these societies are in active operation and their funds promptly and faithfully applied.

The Incorporated Companies of New London consist of the Albertson & Douglass Machine Company, now occupying their extensive works on Main street and doing a large business in boilers and steamboat machinery, and machine work generally. The Brown Cotton Gin Company, on Shaw's Neck, incorporated in 1869, engaged exclusively in the cotton gin business and noted as turning out some of the most perfect and beautiful gins in the country. The New London Gas Light Company, of which mention has been already made. The New London Horse Nail Company, organized in 1860, Isaac C. Tate, president. The Wilson Manufacturing Company, having a capital of $100,000, with extensive works occupying two full city blocks in the heart of the city, are engaged largely in the manufacture of mowing machines, brass work, tools and other implements. The New London Printing Company on Green street, publishers of the *Gazette* and *Evening Telegram*, are doing a prosperous business in the job printing line. The Thames Ferry Company are engaged in running the steam ferry boat between the city and Groton. These, with a few others of smaller note, constitute the corporations of the city.

The first Burial Place in the town, and the oldest in the county, occupied a plot north of the "Meeting House on the hill." This ancient place of sepulture is still preserved, and its mossy head stones[1] and crumbling tablets are regarded with deep interest by many of our citizens. The spot will long remain sacred as the peaceful resting place of the early honored and revered dead of the colony.

The Second Burial Ground was purchased by tax on the rateable estate of the citizens and opened in 1793. For several years it was the principal place of interment in the town.

1 A few years since the city authorities built a new wall of enclosure and replaced and reset the fallen head stones, and in a measure renovated this ancient burial ground

Here originally were deposited the remains of Bishop Seabury, Gen. Jedediah Huntington, Hon. Richard Law, Hon. Lyman Law, Gen. Burbeck, Capt. Elisha Hinman, Capt. N. Fosdic, John F. C. Brainard the lamented poet, and many others of equal note, the most of these, however, have since been removed to Cedar Grove Cemetery, and interments here are now discontinued.

The Third Ground is located in the outskirts of the city and is still occupied as a family burial place.

Cedar Grove Cemetery, about one mile from the city limits, is now the present principal hallowed place of sepulture. This pleasant and retired location was purchased and consecrated to its sacred use in 1851. Its natural beauty, commanding prospect, sequestered dell, quiet lakelet and shadowing evergreens, all combine to render it a most appropriate and hallowed spot where the loved and departed may peacefully rest beneath its quiet shades. The many monumental tributes of affection, beautiful in design and rich in architectural adornment already erected, give ample evidence of the strong hold that this sacred "Garden of the dead" has upon the affections of the inhabitants.

As the birth place and residence of honorable and distinguished men New London is justly entitled to hold high rank. The few names that we have given in our brief sketch are scarcely a beginning of the number that might be recorded. As distinguished divines, patriots, statesmen and men of more than ordinary intellect, New London has produced a very large number. In literature, law, physic, and the mechanic arts she has stood prominent; and for men of more than ordinary intellect she has had few rivals. New London has given to the State three of her most distinguished early governors;[1] has supplied this district with nine members of the National Congress, viz.: William Hillhouse, Richard Law, Amasa Learned, Joshua Coit, Elias Perkins, Lyman Law, Thomas W. Williams, Nathan Belcher and Augustus Brandegee. She supplied the army of the Union with three patriotic generals[2] and

1 John Winthrop, Fitz John Winthrop and Gurdon Saltanstoll.

2 Major General J. A. Mower, Brigadier General Joseph G. Perkins, and Major General Joseph G. Totten.

many brave officers. Her successive Mayors comprise a list of honored and respected names. Richard Law,[1] her first mayor, continued in office twenty-two years; Jeremiah G. Brainard, who succeeded him, twenty-three years, the two filling the office nearly half a century. These were succeeded by Elias Perkins, Coddington Billings, Noyes Billings, Jirah Isham, Francis Allyn, George C. Wilson, Caleb J. Allen, Andrew M. Frink, J. P. C. Mather, Andrew C. Lippitt, Henry P. Haven, Jonathan N. Harris, Hiram Willey, Frederick L. Allen, Augustus Brandegee and the present worthy incumbent, Thomas M. Waller.

In closing our brief sketch of New London we cannot but revert to her former history. Her early pioneers encountered savage foes and endured severe hardships and countless privations. During the first 130 years she had struggled manfully and not in vain. Her hardy sons had succeeded in establishing claims to a township of very respectable enterprise and proportions, and were enjoying the fruits of their toil and persevering industry. But a sad reverse awaited them. Suddenly and relentlessly the destroyer came. Her peaceful homes were laid waste by the ruthless invader. The sword of the enemy thinned her population and caused widowhood and orphanage in their borders. Her noblest and bravest sons had fallen in defence of their firesides and families. The torch of the enemy had consumed her dwellings. The flames had devoured her public buildings, her stores, her churches, and all her little fleet of vessels that could be reached, and the very site of the former city was a scene of sad desolation. The sun of her prosperity has gone down in darkness, the light of her hopes had departed, and scarcely anything but her name remained. Such was New London in 1781, the date of the period of her second birth.

We now recur to New London at the present time. Like the fabled Phenix of old she has risen from her former ashes. Less than a century has elapsed since her darkest period, and we of the present generation look with calm con-

1 Richard Law was also Chief Justice several years, and the first United States District Judge for the State of Connecticut

292970
t a/c
6436 E

placency on our pleasant surroundings. All vestige of her former desolation has disappeared. Her inhabitants have all the comforts and luxuries of happy and peaceful homes. Her citizens enjoy all the privileges and blessings of a free and prosperous people. The town now numbers about 1600 dwelling houses, many of which are models of elegance, and exhibit the good taste of her citizens. Her hotels, banking houses and public buildings indicate her progress in improvement. Her school houses and imposing church edifices attest her intelligence and regard for morality and virtue. We traverse the city by twenty-five miles of public streets and avenues, several of which are well macademized. The waters of Lake Konomoc are coursing in their channels through the beds of granite rock that underlie the city, and are streaming in a thousand crystal fountain jets in every quarter. It numbers a population of more than 10,000 people, the aggregate value of whose real and personal estate amounts to more than $16,000,000. Its invested capital in mechanical, manufacturing and commercial interests exceed $2,825,000. The aggregate value of the annual product of its mechanical and manufacturing establishments is $1,000,000, and of its whaling and fisheries more than $600,000. The city has a banking capital of $1,860,000, including that of the Trust Company, also $4,500,000 deposited in the two Savings Banks. Situated on one of the best harbors in New England, between and nearly equidistant from New York and Boston, at the termini and connection of three important railroads, extending throughout New England and connecting with all the important lines of railway to the Pacific coast, traversed by more than fifty arriving and departing trains of cars daily, in addition to a daily line of first class steamers to New York. New London favored by the hand of the Divine Ruler, shows an honorable record of the past, in her progress and prosperity. May her future history be a continuation of all that is good, virtuous, and noble, in the hearts of the people, through succeeding generations, and her coming record be one of approval by Him on whose blessing the prosperity of nations and cities, as well as individuals depends.